# AS NEW YORK IS

Told differently in 18 articles, selected for their interest and information from among 67 prize-winners in a competition among the 102,000 students in New York city's 32 high schools.

Addressed to—and distributed for general assembly reading before—the 1,857,000 students in the 13,881 free public high schools of the states, territories, and insular domains of the United States, with its total of 117,000,000 people.

These compositions are the result of one week's notice in May, 1923, when New York was celebrating the completion of the first quarter-century of the city's augmented area.

Of the writers 9 are boys, 9 are girls. The ages of the boys are 13, 15, 16 (3), 17 (3), 18; of the girls, 14, 15 (3), 16 (2), 17, 18. All were born in the United States. Of the boys, 4 are of American-born parentage, 2 of German and American, 2 of Russian, 1 of Hungarian, 1 of Lithuanian. Of the girls, 2 are of American-born parentage, 1 of English and American, 1 of American and Scotch, 1 of Scotch and American, 1 of Russian and American, 2 of Austrian, 1 of Austrian and Russian.

This is the largest and most far-reaching high school competition ever conducted. It is hoped that it may result in a clearer idea of New York city, in a conscious analysis by each locality of its own community, and perhaps in interesting articles sent back to those New York high schools whose prize writers have aroused a desire to let others know of the unusual features of their home town.

1923

# PUBLICITY COMMITTEE, NEW YORK'S SILVER JUBILEE

## MAY-JUNE, 1923

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# PUTTING OVER THE PUBLICITY

New York's municipal administration, under the second-term mayorality leadership of John F. Hylan, conceived the idea of having a civic exposition as a public demonstration of what New York had accomplished during the first quarter-century of the union of its five boroughs.

Such an exposition was intended as an educational effort in making the huge foreign-born population, as well as native-born residents and visiting Americans, acquainted with the functionings of the world's greatest city, as conducted for the public welfare under American methods of representative government by the people.

For a huge city annually expending more than $350,000,000 for public purposes, it was thought a warranted educational investment to spend several hundred thousand dollars upon such a convincing showing to the people. Accordingly, funds were voted and plans started for the production by each of almost forty city departments of complete but condensed and significant exhibits.

Partisan politics intervened. An injunction was obtained, and the mayor was restrained from using any money from the public treasury for what some of the unsympathetic local newspapers characterized as merely "the mayor's show."

By that time, and pending an appeal to a higher court for a quashing of the injunction, approximately $100,000 had been ordered expended upon the preparation of the remarkable set of departmental exhibits. Practically all the local newspapers were misunderstanding the purpose and nature of the exposition. Some giving the matter news notice were inclined to ridicule it. A general committee, appointed by the mayor, with Rodman Wanamaker as chairman and Grover A. Whalen as presiding vice-chairman and director of the exposition, organized from its 3000 members a finance committee, with William H. Woodin as its chairman, and that unit made a personal appeal to big public-spirited citizens to get behind the effort understandingly and give it their sympathetic backing. Thus were the necessary funds privately raised from the general public.

A publicity committee was one of the last of the sixteen units formed. Barron Collier was made its chairman. He raised a volunteer corps of twenty-one men to "put over New York's Silver Jubilee." This committee acted quickly, outlined a general and comprehensive plan of local and continental publicity, apportioned the work, held only four or five meetings, obtained free publicity for New York's Silver Jubilee on a vast scale and through all the significant channels available to the advertising concerns represented in the personnel of the committee.

Suddenly New York city blazed with silver jubilee announcements, big newspaper advertisers began devoting part of their great daily display space to a special mention of the silver jubilee. Big high-spot signboards on the most conspicuous street corners from Maine to California, innumerable street-car displays, slides on movie screens, three-minute talks in theatres, and sign board placards of large size, as well as attention-challenging electric signs made the people aware. And the newspapers, now convinced of the public and non-partisan backing of the "show," began noticing it as a daily news feature. In New York, nothing succeeds unless noticed.

In the aggregate of publicity thus obtained no city, probably no corporation, no commodity, ever had such valuable advertising; and it cost New York's public and its business element not a dollar, the municipality, not a cent. As a commercial proposition such advertising would have been beyond the reach of any mere business concern. It will produce future visitors too.

One feature of the sweep of publicity was through the public schools. At first the plan was to charge the school children 25 cents admission to the exposition. Mayor Hylan waved the suggestion aside: all the school children must be admitted free, as this demonstration was intended especially for its educational effect upon the coming generation of citizens.

Day by day, during the twenty-four days of the silver jubilee, school children by thousands have processioned through the streets, marshaled by their teachers, and have been shown the rounds of the four huge floors in Grand Central Palace.

The night of June 9th the 67 prize-winners among the high school writers of compositions descriptive of New York city were awarded their prizes before the $10,000 jeweled electric fountain in Grand Central Palace. Mayor Hylan, while behind him on the platform sat the representative judiciary of the city, himself handed out the prizes, shaking hands with each winner, calling each by first name, and offering congratulations on behalf of the city.

The most interesting of these prize articles are printed in this booklet, for distribution to more than 13,800 high school student-bodies, as indicated on the following page. In addition, copies have been sent to about 600 public school superintendents in sizeable communities not listed as possessing a local high school, but altogether having some 400,000 students near high school age—Porto Rico 129 towns, Virgin Islands 3, Canal Zone 3, Alaska 9, Hawaiian Islands 11, Samoa 1, Guam 1, Philippines 275, Connecticut 19, Alabama 15, Arkansas 14, Texas 13, Georgia 9, New Jersey 6, Mississippi 5, Illinois 5, and more than 40 other places in 22 states. Altogether these articles are reaching directly 14,300 communities with their more than 2,250,000 prospective citizens of advanced training in speaking and writing English as taught in the public schools.

# SOURCES

## Of the 18 Best Compositions Among the 67 Prize-Winners

| Section of City | Population | Boys Only High Schools | Students | Girls Only High Schools | Students | Both Boys and Girls High Schools | Students | |
|---|---|---|---|---|---|---|---|---|
| Manhattan Island | 2,272,000 | 3 | 14,470 (1) | 3 | 14,098 (1) | 4 | 4,432 | (2) |
| Long Island | 2,714,000 | 3 | 10,766 (2) | 3 | 7,908 (1) | 11 | 32,817 | (7) |
| Staten Island | 124,800 | | | | | 1 | 2,033 | (1) |
| Bronx (mainland) | 817,200 | | | | | 4 | 12,190 | (3) |
| N. Y. City Total | 5,928,000 | 6 | 28,236 (3) | 6 | 22,006 (2) | 20 | 41,472 | (13) |

# DISTRIBUTION

## To the 13,881 High Schools With Their 1,857,000 Students

| Part of U. S. | Area Compared with N. Y. State | Population census 1920 | Towns of 2,500 | Number of Colleges | High Schools | High School Students |
|---|---|---|---|---|---|---|
| Alabama | 1.07 | 2,348,174 | 39 | 11 | 196 | 31,000 |
| Arizona | 2.39 | 334,162 | 15 | 1 | 25 | 3,000 |
| Arkansas | 1.10 | 1,752,204 | 41 | 9 | 149 | 12,000 |
| California | 3.27 | 3,426,861 | 107 | 16 | 275 | 140,000 |
| Colorado | 2.18 | 939,629 | 26 | 7 | 133 | 24,000 |
| Connecticut | .11 | 1,380,631 | 30 | 5 | 71 | 21,000 |
| Delaware | .04 | 223,003 | 4 | 1 | 31 | 3,000 |
| District of Columbia | .001 | 437,571 | 1 | 9 | 7 | 8,000 |
| Florida | 1.15 | 968,470 | 30 | 5 | 115 | 10,000 |
| Georgia | 1.23 | 2,865,832 | 59 | 19 | 280 | 39,000 |
| Idaho | 1.75 | 431,866 | 20 | 3 | 117 | 12,000 |
| Illinois | 1.18 | 6,485,280 | 172 | 32 | 651 | 113,000 |
| Indiana | .75 | 2,930,390 | 93 | 20 | 717 | 72,000 |
| Iowa | 1.17 | 2,404,021 | 81 | 26 | 677 | 53,000 |
| Kansas | 1.72 | 1,769,257 | 62 | 18 | 559 | 53,000 |
| Kentucky | .81 | 2,416,630 | 51 | 10 | 293 | 24,000 |
| Louisiana | .96 | 1,798,509 | 38 | 8 | 210 | 23,000 |
| Maine | .63 | 768,014 | 25 | 4 | 203 | 18,000 |
| Maryland | .21 | 1,449,661 | 18 | 16 | 92 | 13,000 |
| Massachusetts | .17 | 3,852,358 | 169 | 21 | 238 | 109,000 |
| Michigan | 1.20 | 3,668,412 | 93 | 13 | 519 | 76,000 |
| Minnesota | 1.70 | 2,387,125 | 59 | 12 | 407 | 51,000 |
| Mississippi | .99 | 1,790,618 | 32 | 10 | 172 | 25,000 |
| Missouri | 1.44 | 3,404,055 | 63 | 15 | 573 | 62,000 |
| Montana | 3.07 | 548,889 | 17 | 4 | 124 | 12,000 |
| Nebraska | 1.61 | 1,298,372 | 31 | 14 | 421 | 29,000 |
| Nevada | 2.34 | 77,407 | 4 | 1 | 23 | 1,500 |
| New Hampshire | .19 | 443,083 | 27 | 3 | 76 | 12,000 |
| New Jersey | .14 | 3,155,900 | 121 | 8 | 152 | 50,000 |
| New Mexico | 2.57 | 360,350 | 12 | 3 | 43 | 4,000 |
| New York | 1.00 | 10,365,227 | 169 | 41 | 729 | 168,000 |
| North Carolina | 1.02 | 2,559,123 | 55 | 20 | 298 | 18,000 |
| North Dakota | 1.48 | 646,872 | 12 | 4 | 256 | 12,000 |
| Ohio | .86 | 5,759,398 | 148 | 41 | 937 | 133,000 |
| Oklahoma | 1.45 | 2,028,283 | 63 | 9 | 364 | 35,000 |
| Oregon | 2.01 | 783,389 | 23 | 9 | 183 | 23,000 |
| Pennsylvania | .94 | 8,720,014 | 314 | 46 | 904 | 124,000 |
| Rhode Island | .02 | 604,397 | 27 | 3 | 22 | 9,000 |
| South Carolina | .64 | 1,683,724 | 32 | 19 | 147 | 9,000 |
| South Dakota | 1.61 | 636,547 | 14 | 7 | 195 | 13,000 |
| Tennessee | .87 | 2,337,885 | 47 | 20 | 226 | 30,000 |
| Texas | 5.51 | 4,683,228 | 119 | 21 | 673 | 106,000 |
| Utah | 1.51 | 449,396 | 17 | 3 | 43 | 10,000 |
| Vermont | .19 | 362,428 | 14 | 4 | 78 | 8,000 |
| Virginia | .85 | 2,309,187 | 39 | 19 | 415 | 29,000 |
| Washington | 1.40 | 1,358,621 | 35 | 6 | 293 | 36,000 |
| West Virginia | .50 | 1,463,701 | 35 | 5 | 164 | 16,000 |
| Wisconsin | 1.16 | 2,632,067 | 82 | 13 | 362 | 49,000 |
| Wyoming | 2.05 | 194,402 | 8 | 1 | 43 | 3,000 |
| Alaska | 12.21 | 64,356 | 3 | | | |
| Canal Zone | .004 | 22,000 | 3 | | | 200 |
| Guam | .005 | 14,844 | 1 | | | |
| Hawaii | .13 | 250,627 | 10 | 1 | | 400 |
| Porto Rico | .07 | 1,118,012 | 40 | 1 | | 1,500 |
| Philippines | 2.33 | 8,000,000 | 905 | 2 | | 2,000 |
| Samoa | .002 | 7,750 | 1 | | | |
| Virgin Islands | .003 | 26,051 | 2 | | | |
| Totals | 76.953 | 117,000,000 | 3,958 | 619 | 13,881 | 1,857,000 |

# WHAT NEW YORK CITY IS LIKE

**By HELEN MAUSER, age 17**

**1st Prize, Theodore Roosevelt High School, Bronx (mainland), 1595 boys and girls**
**Birthplace of writer, New York City; of father, North Attleboro, Mass.; of mother, New York City**

New York is of all cities the one where the majesty of small things is regarded as well as the greatness of large ones.

Who counts a nickel? Yet the greatest transportation system of the ages was built by nickels prospective, and lives on nickels realized. Who reckons a dime, which even the waiter in a quick-lunch room scarcely deems worth a "Thank you"? Yet the world's loftiest building, its crowning cathedral of commerce, was built out of the small margin of profit in ten-cent transactions. Who considers the dust in the street? New York has built up sixty-five acres of ground, valued at several million dollars, out of street sweepings. Who feels the dust and dirt that adhere to his shoes? More than seven tons of the housewife's enemy is carried by tramping feet into the subways every twenty-four hours.

New York's Peaks and Canyons

One knows not which to wonder at most—New York, the cosmopolis of civilization, or New York, the metropolis of the world. It has more Irish and their sons and daughters than Dublin, more Italians and their children than has Rome, as many Germans and their children as Leipsig and Frankfort-on-Main together, while its Russian population by birth and parentage is greater than the combined populations of Riga and Dvinsk.

But New York's appeal is as much to the people of the United States as to those of the outer world. Glancing at the list of those born elsewhere whom Uncle Sam found living in the metropolis when he last counted noses, we discover that every state sends a quota of its people to become part of New York life, and probably a majority of the city's most influential leaders were born outside its limits.

New York is indeed the "Niagara of American life." As over the great falls the waters of the continental basin rush on their way to the Atlantic Ocean, so through this city passes the vast river of humanity that seeks the sea of opportunity in the world westward. It has been said that standing at Forty-second Street and Fifth Avenue long enough one will see passing that busy corner every American who does a worthwhile thing. Certain it is that all the currents of human achievement in America do flow in that direction.

Below the falls is the whirlpool. As one stands above Niagara's gorge and watches the swirling waters, seemingly bereft of all sense of the direction where lies the sea, one wonders whether they will ever break the spell of the moment and find the channel they seek. So, also, standing at the vantage point of Times Square and watching the confusion of the rush hour, with its swirl, its eddy, and its drift, the onlooker marvels that in every drop in that whirlpool of humanity there is purpose.

Any portrayal of New York begins with its people, and in its vast aggregation of humanity there is a wealth of interest.

In population it outranks each of a score or more of the nations of the earth, surpasses the entire continent of Australia, and matches the combined peoples of the four westernmost states of the American union—California, Washington, Oregon, and Arizona.

Let those who have been pessimistic about the immigration problem study New York city. It seems unbelievable; but if every resident whose parents were born in America were to leave the city its standing as the most populous centre in the world would not be affected. In other words, the number of immigrants and their children resident in New York is greater than the combined populations of Chicago and Philadelphia and is greater than the combined populations of Berlin and Rome.

All of what is called New York's politics, stories of graft and the like, are but the froth and foam which fleck the waves of the city's life, while beneath runs a deep current of progress and public spirit, which takes form in carefully conceived and splendidly executed laws, in health regulations, in a school system that has accomplished wonders, in a water system surpassing anything of its kind on earth, and in a hundred and one other ways not quite so dramatic as the printed stories of its politics and graft but none the less full of human interest.

The New York of the society novelist may be found if one seeks such things, as is the case in every cosmopolitan city. But the New York that makes the education of its youth its first concern, that spends millions for public recreation, that possesses one of the lowest death rates among the eighteen cities in the world with more than a million people, that in normal years absorbs a hundred thousand foreigners into its body politic—that New York is too prosaic for sensational stories, and so the world's attention is focused upon the one withered petal of human frailty rather than upon the beautiful blossom of civic achievement.

New York itself is the greatest exposition, perhaps, in the world, because of its geographic features and its enormous resources. Its various lines of transit—surface cars, elevated railways, and subways—facilitate the handling of great crowds. In addition, New York lies between two rivers, is as easily reached by boat as by rail, and enjoys the attractive physical advantages which this doubly accessible location gives it.

The New York of today is a wondrous place. As Venice was the queen of the Renaissance, alone and splendid and oriental, so New York is the queen of the twentieth century, distinct and awesome in her architectural beauty of today.

New York is now the world's centre of commerce and of industry, as well as of art, science, and literature. It has accumulated enormous wealth, as is manifest in the lofty and massive and costly structures covering its widespread area. It has a vast amount of treasure loaded in the bottoms of leviathans that ply between its docks and all parts of the world; and yet the city has greater resources in her sons to whom is owed a nation's gratitude for advancement of modern civilization and enhancement of human welfare.

The handling of New York's trade and the transportation of its products, amidst a congestion of population that at places reaches 3000 to the acre and at others concentrates within the limits of a single

square mile as many people as live in the whole vast state of Montana, means not only overtaxed passenger transportation facilities but overburdened freight movement as well.

Ride from Danbury, Connecticut, to Plymouth, Massachusetts, from New Bedford, Massachusetts, to Bangor, Maine, thence to Burlington, Vermont, and down to Boston. You naturally will conclude that New England is pre-eminently a manufacturing region. Yet the value of New York city's manufactured products is nearly as great as that of the output of all New England's factories.

Well might the freight-handling facilities of any state stagger under such a load, and especially a city the main business borough of which is only a narrow tongue of land with a broad river at each side, a sea at one end, and a small river at the other.

New York is a city that the great war has made the earth's international trade centre and civilization's crowning metropolis. It now commands a new interest, arouses a new pride in its achievements, excites a new feeling of wonder, and stirs in every American breast a realization that it is a city of all the people, national in all its aspects and relations.

Conspicuous above every other phase of its greatness, of course, is its role as the capital city of the world's commerce. The exports passing out of its harbor average a greater value than the combined exports of Asia, Africa, and Australia. The imports coming through its customs lines exceed in value those of the continents of South America, Africa, and Australia together.

For trade operations such as these, New York must be a great metropolis. In annual expenditures this municipality exceeds all except seven of the fifty-odd nations on the map.

Its water system could supply the earth's entire population with drinking water, and its storage reservoirs hold enough in reserve to slake all mankind's thirst for more than a year. Its electrical transportation lines carry nearly twice as many passengers in twelve months as do all the steam railroads of the United States together.

In passing through the city, one of the most imposing landmarks to be seen is Grant's tomb on the Hudson. It was erected in commemoration and appreciation of his services to the nation. The thirteen trees that Alexander Hamilton planted and his tomb in Trinity churchyard are things that call for interest and attention. Statue after statue, of Washington and Lafayette, of Seward and Lincoln, of Franklin and Ericsson, and of many others, grace the parks and open places.

There is every kind of quarter in New York. Here in its very nerve centre is St. Paul's Church, oldest religious edifice in the city. In this church Washington worshipped. In front of St. Paul's there is a marble slab that tells the story of Montgomery, and, just across the way, a tablet that records the birth of the first white child on Manhattan Island. Turning the yellowing pages of the yesterday of life, one reads that a few old guns gave the name Battery to the lower end of Broadway. Before us, on a place still called Bowling Green, the lusty Dutchmen played ten pins. Golf and tennis, baseball and cricket are the recreations of today. A fence running from old Trinity Church to the East River was built to keep the negro slaves in and the roaming Indians out, and it retains the name of Wall Street to this day.

A few sentences will show the vast proportions of everything that relates to life in New York. Four transients arrive every second. A passenger train comes into the city terminals every fifty-two seconds. A ship clears every forty minutes. A child is born every six minutes. There is a real-estate transfer every twenty-five minutes. A new building is completed every fifty-one minutes. A fire occurs every thirty minutes. Every day three hundred and fifty people come to the city to live and a hundred new telephones are installed.

A story of New York would not be complete without mentioning a few places and things of interest. Rising 785 feet above the sidewalk, possessing forty acres of floor space, and having elevator shafts with a combined length of two miles, the Woolworth Building well fits its role of tallest edifice in the world. One authority calls it "civilization's greatest cathedral of commerce" and another "the world's foremost temple of trade."

"Step Lively" is the spirit of New York. The crossing policeman wants you to do so, the crowd treads on your heels if you do not, and the subway door goes shut in your face if you are slow; for New York is too big to wait for anybody.

One million ten thousand families, or more than four million people, live in "tenements" in New York, for under the law a "tenement" is anything from one of the frowsy seven-story affairs in the lower, humbler "east side," overrun by poor children, to the fashionable apartment house on Riverside Drive, open only to tenants who have big bank balances but no children.

A view of the curb market on a busy day is a thrilling sight. A section of the street is roped off, and within the area, on stirring stock-market days, there gathers one of the most wildly gesticulating crowds imaginable. They are the curb brokers. They buy and sell securities, most of which are not listed by the more conservative exchanges. In the squat little buildings on the side are the offices of many of the curb brokers. The sign-language that passes between windows and street is as eloquent in its unintelligibility to the looker-on as it is in dollars and cents to the participants.

The metropolis has half as much invested in hostelries as Uncle Sam has invested in the Panama Canal. Within a single square mile there are enough hotels to house and feed 50,000 people. They employ three people for every five they entertain. Not one of the seventeen other million-class cities of the world receives so many sojourners nor such a large percentage who are both able and willing to pay for every comfort. There is no taste so expensive that some New York hostelry can not fill its demands. Every night the food bill of the hotels and restaurants amounts to more than a million dollars.

New York, with an annual city budget of more than $350,000,000 spends more for municipal purposes than Canada officially spends on its whole dominion. Yet so great is the city's wealth that the tax rate is less than three dollars on the hundred of assessed value.

When one reflects that seven out of every nine children of school age in New York are of immigrant parentage, a situation is disclosed that might be termed startling. The school army of greater New York is so large that if its 1,800,000 boys and girls marched twenty abreast in ranks five feet apart the vanguard would be boarding a Hudson River ferry-boat when the rear guard was crossing the Schuylkill out of Philadelphia, 90 miles away.

It is a staggering task that confronts one city, the Americanizing of such huge numbers of youthful foreigners.

One might go on to the length of a long article writing about significant features of the New York public schools. They stand first among all the agencies for Americanizing the immigrants' children. How these schools take fifty-odd tongues and substitute good

English; how they strive not only to fit boys and girls for intelligent and useful places in the country's vast industrial system but also, through employment bureaus, to bring the trained pupil and the open job together; how they provide every year for the children of an added population equal to that of Memphis, Tennessee. None of these great achievements or problems can be discussed within the limits of this paper.

A community's most important task is to care for the public health, and here again the city shines. New York has a health service second to none in the world! Although every element of natural conditions in New York tends to promote the spread of diseases, the health department has not only held them in check but has reduced their harmful power to half, a third, a fifth, and in one case to a sixth of their former potency.

There are enough babies born in New York city every year to populate all four such cities as Charlotte, North Carolina; Oshkosh, Wisconsin; Roanoke, Virginia; Hamilton, Ohio; and Springfield, Missouri. So many births mean an unrelenting fight and eternal vigilance to keep down infant mortality. As many people die in New York city annually as live in all four such cities as Elkhart, Indiana; Leavensworth, Kansas; Beverly, Massachusetts; and Raleigh, North Carolina.

The police and fire departments of the great metropolis deserve some notice, although it must be meager. The city spends as much for the maintenance of law and order alone as the republic of Colombia spends for all national purposes. If all the people—men, women, and children—in Nevada's largest city were suddenly to turn policemen, they would make a force just about equal to that of New York city's 12,000 police.

The fire department, dealing with a congestion of population such as is to be found nowhere else on the globe, protecting the loftiest buildings in the world, guarding some of the most inflammable industries known, has a stupendous work to do. With the world's busiest waterfront to protect, with industry's most inflammable products to guard from harm, it is little wonder that New York has endeavored to make the fire department the last word in efficiency, with the most modern apparatus, the most thorough discipline, and the most unceasing and intensive training.

It is the lower Hudson, or "North River" as it is called by those wishing to pose as descendants of the earliest settlers, that carries the bulk of the commerce of the busiest port on the face of this planet.

To afford communication with the rest of the city, bridges were constructed. Four of these great structures cost the city nearly one hundred million dollars. They have an aggregate length of nearly six miles and are crossed afoot by more than 8,000 people every day and by more than 1,000,000 in rapid transit trains. These bridges span high enough above the river to avoid interference with the navigation of ocean-going vessels.

New York has 578 miles of waterfront and 460 miles of it is available for pier construction. Would that each street end were left open for the view of the water! The harbor is far superior to that of London or of Liverpool. Beside the majestic Hudson the Thames is a brook, and it requires constant dredging.

Liverpool has a tide ranging thirty feet and requires enormous water-gate construction, while New York harbor is practically free from annoying variations in tide heights affecting vessels alongside piers.

New York can expand her harbor to a capacity equallying the combined dockage of any five of the main ports of Europe.

Brooklyn, one of the five boroughs of the great city, has a population of 2,117,000. During rush hours, is seems as if that whole borough wants to cross the Brooklyn Bridge at once. Yet all five of the East River tubes and the three other highway bridges are doing their best to relieve the crush at City Hall Square.

Northward the star of New York's business empire still moves. The financial district is anchored down-down. But "automobile row" has selected as its place in the sun that section of Broadway above and below Columbus Circle, five miles uptown. "Automobile row" has a way of blazing the trail of business into the heart of the residential district of many American cities. Also the night throng that once found Times Square the northern boundary of its peregrinations now wanders up a mile further on Broadway to "The Circle" and Central Park.

In New York city the total number of automobiles, including private, commercial, and taxis, aggregates 325,646. There is one auto to every eighteen people. The autos would form a solid train 1037 miles long.

"The House of a Thousand Windows," the Equitable Building, is the largest office structure ever built.

On the average square mile of Manhattan territory there dwells a population nearly equal to that of Albany, or Des Moines, or Fort Worth, or Lynn. To provide elbow room for the business element in the more popular retail trade districts of a city of such density the skyscraper is a necessity. One of these big buildings demands from fifteen to twenty subway trains of ten cars each to care for the coming and going of its daily occupants.

As for the suburban visitation, at Grand Central Station, during the rush hours of the morning and afternoon, one easily could be convinced that north of the Bronx live a million people whose "bread-winners" work on Manhattan Island. At the Pennsylvania Station, at the same periods, one sees the wage earners of tens of thousands of Long Island and New Jersey homes coming or going. And at the Hudson Terminal one is ready to believe that half of New Jersey's homes have wage earners and salaried folk who work in Manhattan and dwell somewhere across the Hudson.

A few of many important places and things of common interest can be but mentioned by name, others must be omitted entirely. For instance, there is the public library, the museums, the parks, the zoos, the botanical gardens. But the facts already cited are essential and often neglected in the usual story of New York.

From whatever angle it is viewed, whatever facet throws back the light of its activities to the beholder, New York challenges one's interest and stirs one's imagination. Of all cities, it is the international city. In size, in wealth, in financial operations, in manufacturing, in internatonal trade, in racial make-up, in a hundred ways it is the twentieth century Rome to which all roads lead—a city that does not belong to the New Yorker any more than Washington belongs to the Washingtonian. All nations have contributed to its population, and all America contributes to its financial, industrial, and commercial greatness.

# THE SPIRIT OF THE CITY

By JOHN JAHELKA, age 17
1st Prize, Newtown High School, Long Island, 2420 boys and girls
Birthplace of writer, United States; of parents, United States

New York has a character and a quality of its own. One feels its spirit immediately and experiences a definite reaction to it.

The city loves to view dash and brilliance, but above all it loves hurry. The climate, though it is radiantly clear most of the year, is subject to extremes of heat and cold, and this is reflected in the city's character—nervous, restless, and continually fretting at little delays.

New York is full of contradictions—careless and impulsive, cheerful and humorous—but withal it has a fine, big spirit. The city is alive, growing, changing day by day, steadily reconstructing itself in its amazing development.

## The People

Early in its comparatively short career of 300 years, New York passed successively from Dutch to English possession, and finally to complete independence with the other revolutionary colonies. Today, with its population very close to 6,000,000 people, representing every quarter of the globe, it leads the world in city size. One marvels at its astounding growth. If all the people of California, Oregon, Washington, Nevada, and Arizona were gathered in one city, that city would not be so crowded as New York. In one square mile of the lower east side of Manhattan Island dwell 500,000 people. That is the most densely populated 640 acres in the world.

The city is exceedingly cosmopolitan. There are forty-four different languages spoken daily. The various races have settled in certain quarters where they reproduce many of the methods of life of their native lands. They have their own shops, theatres, newspapers. There are six daily Yiddish newspapers alone. Even though New York has such an enormous foreign population, it is thoroughly American.

## Education

New York has all sorts of children to be educated. Liberally and persistently it has striven for the education of the many. Its public school system has developed steadily, and today it is one of the finest in the world. The schools are free and attendance is compulsory. Many innovations have been adopted to help backward children. Open-air classes are maintained for anaemic and tubercular children. There are also special classes for mental defectives, blind, and deaf, and for sight conservation and speech improvement.

There are thirty-two modern-equipped, free high schools, with an enrollment of 102,000 pupils, and there are also 19 evening high schools with 29,000 students, mostly of adult years. The high schools offer a variety of courses: academic, commercial, manual training, industrial, technical, cooperative. The cooperative course permits the pupil to work and attend school in alternate weeks, thus earning and learning at the same time. The city also maintains three training schools for teachers and both elementary and advanced evening schools for foreigners. For those desiring higher education there are two free colleges, Hunter for women, and the College of the City of New York for men. The larger private colleges are Columbia University, New York University, and Fordham (a Catholic institution).

In addition, there are extension courses. Among them are free public lectures, recreation centres, community centres, forums, vacation schools and playgrounds, swimming pools and baths, and school libraries. The city well may be proud of its efforts toward educating its people.

## Attractions for Sightseers

New York has four famous streets: Broadway, Fifth Avenue, Riverside Drive, and Wall Street. On these can be seen a majority of the city's wonders. Broadway, which is the longest thoroughfare in the world, begins at the Battery and runs northward the entire 13-mile length of Manhattan and thence on five miles to the city of Yonkers. Down-town in the business section, it runs like a mountain gorge between the dizzy heights of the towering, steel-frame skyscrapers. Many of these lofty structures are veritable little cities housing 15,000 or more people and each with its own water system. Continuing northward, Broadway passes through the great shopping centre with its several huge department stores that carry in stock everything civilization demands. For its fifth mile—in the vicinity of Forty-second Street—Broadway is known as the "Great White Way," because of the scintilating and colorful electrical displays and advertisements which flash their nightly messages to the crowds converging toward or pouring from the four score theatres. Further north Broadway becomes more and more a residential avenue, with immense apartment dwellings and family hotels.

Fifth Avenue, which is the city's fashionable street, is six miles long and trackless and runs north, from a start two and a half miles above the Battery. It is fronted along the way with beautiful churches, clubs, private dwellings, and especially with exclusive shops. The well-known buildings on "the avenue" are the New York Public Library, St. Patrick's Cathedral (the most imposing church in America), such famous hotels as the Ritz-Carlton, the Netherlands, the Plaza, and also the Metropolitan Museum of Art, with its vast collections of objects of beauty in ancient and modern handiwork. Everywhere is motion, chatter.

Especially conspicuous are the soldierly traffic police who control the seemingly unending auto lines on "the avenue."

Riverside Drive, which is the city's finest sightseeing and residential street, runs along the low bluffs of the Hudson River for six miles and commands a beautiful view down over the river and of the 400-foot high palisades along the New Jersey shore. "The drive" is very wide and of almost level grade. For more than a mile on its inland side it is walled high and almost solidly by immense and expensive apartments and intervening narrow and less lofty private residences of the rich. It traverses in gentle curves a beautiful parked terrace that slopes toward the river. General Grant's tomb is about half way up its length.

Wall Street, the world's financial centre, is a narrow almost hidden canyon only about four blocks long and it is in the busy down-town section. It is most typical of New York's character. Hurrying clerks, bankers, lawyers, and brokers jostle one another during banking hours. Then follow silence and deserted streets. Immense fortunes have been made and lost in one day in "the street," which means the half-mile-square financial district which Wall Street typifies. The Stock Exchange, the greatest market for stocks and bonds in the world, and the United States Sub-Treasury are on Wall Street. Facing into Wall Street's canyon of noise and hurry stands the beautiful century-old Trinity Church, with its quiet graveyard and melodious chimes.

## As a Dwelling Place

Greater New York today covers an area of 299 square miles, which means the equivalent of a square a little more than 17 miles each way and containing 191,000 acres of land. It consists of five boroughs: Manhattan, Bronx, Brooklyn, Queens, and Richmond. Formerly they were separate districts, each having several communities; but in 1898 they were consolidated. Today one can see the many beneficial results, the tremendous civic development during the last twenty-five years. New York's precautions make it the healthiest and safest city in the world.

One can select according to his purse the type of living quarters best suited to his purpose. From expensive apartments and hotels down to flats and tenements there is a great range of choice for the prospective resident. Closely connected with the problem of a dwelling place is that of suitable stores and shops. There are thousands of these to supply the necessary and cultural wants of the people.

When a visitor arrives in New York, there is no excuse for his neglecting his religion, as nearly every sect and denomination in the world is represented and has its services.

New York carries on extensive activities to keep its citizens contented and amused. Its picturesque parks are a great boon for mothers and their children and also a great beauty and health asset to the city. The park department controls 8500 acres of park land, and in the larger of the parks are public golf links, tennis courts, baseball grounds, and athletic fields. There are 100 playgrounds and a number of parkways. For the city's readers there are three public library systems maintaining about a hundred branches and circulating 17,000,000 books a year. The main library, an imposing edifice, half way up Fifth Avenue, has a huge reference library on various subjects for the free use of the general public. Its main reading room accommodates 800 persons at one time.

Outside of these city activities are many under private control. Sixty regular theatres, twenty-nine vaudeville houses, and 480 movie houses operate within the city limits. The Yankees, Giants, and Brooklyns play big league games in the city, and baseball fans can witness many matches in the huge parks operated by these clubs. The boroughs of Queens, Brooklyn, and Richmond offer attractive opportunities for roomier surburban life, with ready access to the business activities in Manhattan and the Bronx. New York safeguards the contentment of its people very closely and is constantly striving for better methods of attainment.

## Business and Commerce

Where Sea and Skyscraper Meet

New York is the chief sea-gate of a continent. Its harbor is the largest and best-equipped in the world and has the advantage of possessing three separate entrances. Because of its convenient location on the Atlantic seaboard and its freedom from extremes in tide heights about piers and wharves, it has developed an immense volume of trade.

On little Bedloe's Island stands the calm and gracious figure of Liberty, greeting America's future citizens as they enter the harbor of long-cherished hopes. The immigrants are landed on nearby Ellis Island for health and other inspection before their admission to the city. Through this glorious, natural harbor, spacious and protected, pass half the exports and half the imports of the United States.

The epoch-making business event in the history of the city was the opening in 1825 of the Erie Canal, connecting the Great Lakes with the Hudson River. Today New York, with 578 miles of waterfront, stands at the ocean entrance of a huge inland waterway system leading a thousand miles back into the heart of the continent. Western products can be sent cheaply and quickly to New York, where there are always foreign vessels waiting to receive them and always flocking back because certain of return cargoes. New York city's dock department in its extensive work is continually planning for the expansion of harbor facilities. At present this department controls 695 piers alone. Among its plans for future harbor improvement are the dredging of several water-ways and the building of modern piers and barge terminals to keep pace with the tremendous growth of the city's maritime commerce.

## Transportation

The health and comfort of the city depend to a large extent on the efficiency of the railroads. Nine railroad systems terminate here and bring all the necessities of life, for the populous heart of this city produces none. Special night trains with refrigerator cars bring milk, butter, eggs, meat. A colossal amount of raw material for local manufacturing has also to be conveyed hither. In addition there is the carrying of workers, shoppers, business men.

To expedite communication between localities the city has built 41 bridges, and has established 9 municipal ferry lines, 2 trackless trolley lines, and 27 motor bus lines. Under private control are numerous subways, totaling 81 miles, elevated lines totaling 121 miles, and 40 miles of trolley lines. The department of plants and structures plans to build a central repair plant for the motor equipment of the city, a municipal shipyard for its ferry boats, an electric power-plant for its trackless trolleys, an extension of the present municipal garage, and an increase in the ferry system.

## Industry

Owing to its splendid facilities for receiving and distributing New York leads all the cities of the world in volume and variety of manufactures. This variety of employment prevents disaster such as results occasionally from reliance on a single product. Occupations are provided for the city's diverse and cosmopolitan population, with its varying capacities and tendencies. The rush of production and traffic has created rapid and pronounced changes. In the volume of its clothing industry New York city leads the world. Employment is offered in various other industries: the refining of sugar and molasses, printing and publishing, slaughtering and meat packing, the making of confectionery and of cigarettes and of scores of other finished products, the raw materials for which come from afar and from sources unknown to the actual city workers who prepare them finally for the retail market.

Since the organization of the health department the city's health has been improved, the death-rate decreased, many epidemics averted, the city's food supply safeguarded, and a great advance made in sanitation. Co-operating with the health department is the street cleaning department with its 6000 workers who remove all garbage, rubbish, and ashes by the most efficient known methods and machines. The 3100 miles of city streets are kept clean by hand-sweeping, machine-sweeping, flushing, and squeegeeing, and in winter by huge and varied snow-removal machines. A single heavy snow storm costs hundreds of thousands of dollars to prevent traffic blockades.

Also of vital importance to the city's existence is the water supply. The department of water supply, gas, and electricity distributes daily about 700,000,000 gallons of water for home, commercial, and fire-fighting uses. Responsibility for the entire supervision of water from the reservoirs a hundred miles away, for its purity, quality, and delivery, rests upon this department, which also supervises all gas and electrical work done in New York city and maintains the high-pressure system for fire-fighting in the skyscraper district.

The police and fire departments keep the city relatively the safest in the world. The police, with a force of 12,000 men, regulate the traffic and preserve the public peace. The firemen, a force of 6000, with powerful up-to-the-minute apparatus, protect from fire. Both departments are steadily growing in size and effectiveness as the requirements of the community increase.

Constantly planning, providing, experimenting, revising, and with the welfare of its people primarily at heart, New York justly deserves its position as the metropolis of the world!

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## TOWERS OF BABEL

**By HELEN R. GALLAND, age 18**

**1st Prize, Girls' High School, Brooklyn, Long Island, 2974 girls**

**Birthplace of writer, New York City; of father, England; of mother, New York City**

New York is a difficult place to write about—one never can characterize it. Queen of cities, its many-sided personality invites the world to come and be entertained. And the world does come.

Every day the papers tell of the latest famous visitor who went into ecstacies over the jagged skyline piercing the misty greyness. Or over the great white lights of Broadway, the theatre district, where vividly colored electric advertisements dazzle the eye. Or over that great statue on Bedloe's Island, "Liberty Enlighteneng the World," which represents not merely New York city but symbolizes all the United States. Or over the huge suspension bridges that span with mighty curves, connecting three of the borough links. Or over Fifth Avenue, that dream of women throughout the world, that street of wonders, where traffic is the greatest and richest in the world. Or, in the financial district, over those grand canyons walled up to the skies.

It is very hard for me to tell all about New York, even though I always have lived here. It is hard to tell you the things you may want to know about it. After all, I am but one high school student writing to other high school students, though we may live thousands of miles apart.

In the first place, this big city covers an area equivalent to a square seventeen miles on each side and really is on more than twenty islands, with Manhattan Island, its one-fifteenth territorial part, the teeming centre.

When I go to the theatres or to the big stores I go across to Manhattan Island over one of the bridges or under the water in the subway. When the world says "New York" it really is thinking of Manhattan alone. The four other boroughs are really districts of homes. Take Brooklyn, where I live. It is known as the "city of churches and baby carriages." So you see, that the "lure of cruel New York" is, for the most of us, absurd. I live on the top floor of an apartment house of six stories; our rooms are in a long row on one floor. There is an elevator, with room for five at a time.

I attend a girls' high school which is considered one of the smaller ones, as it has only about 3000 students. Eight or nine other high schools of New York city each have from 5000 to 8000 students.

But to return to New York, the city of which the visitor knows much and the native little. That may seem paradoxical, but remember that tourists always see more of New York's wonders than the man who works, eats, and sleeps in New York.

No more do we see "the country hick," standing on a street corner with his carpet bag, gaping mouth, and a few wisps of hay. He is "taking in" New York from a "rubber-neck wagon," as we call any one of the scores of big sightseeing buses. It might be a good idea to go along with him.

We shall begin at the Battery, where one can glimpse Ellis Island, the European emigrant's gateway to the new world. At the Battery end of Manhattan is the world-famous aquarium. Here too begins Manhattan's bristling fringe of docks where commerce and romance meet. Here is the man with the telescope—"a nickel a look"—with which one views the planets, or, more often, an ocean greyhound putting out to sea.

Then we go through Wall Street, where the market is always being "cornered," and great "deals" daily are being "put through." Then Maiden Lane, a name given in the old Dutch days before it could be foreseen that this lover's pathway quite appropriately would become one of the greatest jewelers' centres in the world.

We approach the gigantic building (the tallest in the world) built with nickels and dimes collected by Mr. Woolworth in those 1100 stores of his now dotting the United States and Canada. Now are seen more and still more of these stupendous office buildings towering into the sky and making the busy New Yorkers look like scurrying ants down in the streets between. Perhaps that is what New York is especially famous for—its stupendous skyscrapers and its scurrying humans. New Yorkers are always frantically rushing and wedging themselves into subway trains, because of the one or two minutes gained by not waiting for the next train!

In An East Side Street

Next take a look at New York's slums. Their teeming wretchedness the foreigner does not visualize when dreaming of a Utopia where the streets seem paved with gold. He comes to America, and, being very poor, and bewildered by the strange customs, he naturally seeks his own language group and thus adds to its congestion. Thus it is that New York city has a little Italy, a Chinatown, a Ghetto, a Greek quarter.

New York has more natives of Italy than there are Italians in the great city of Rome itself, more natives of Ireland than there are Irish in the city of Dublin, more Jews ten times over than ever were in Jerusalem. And this New York, this typical American city on a

large scale, has people daily speaking forty-four languages, hundreds of thousands of them un-Americanized; it has hundreds of thousands of children who never have been in the country, never have seen a mountain, never have seen a cow. Theirs is the section where the most numerous merchant is the humble pushcart peddler, who sells everything, from pink lemonade and a slice of watermelon for a single copper cent to shoes and dresses. This is the district where in one square mile dwell more than 500,000 people, most of them twelve persons to every "home" of two or three rooms in ugly tenements without yard space. This is the section where, in those sweltering, humid breezeless nights of summer, the population never seems to go to bed. To sleep in those stifling, crowded little rooms is impossible. Instead, the dwellers drag lumpy mattresses out on fire-escapes, on sidewalk, on rooftop.

But we leave the tenements now, and go up Fifth Avenue. We pass the great library at the Forty-second Street corner, where, it is said, more people are to be seen on one block, in the rush hours, than populate the average size America town. The human traffic stream on Fifth Avenue is the greatest in the world. Here the "traffic cops" are helped by signal towers, which are very beautiful bronze lighthouses recently placed about three to the mile for several miles midway along the avenue. When their yellow light flashes all the avenue traffic moves; when their red moons gleam that means one minute time before the next halt, and when their green discs glow the traffic on the cross streets has right of way to pass through.

We admire the gorgeous shop windows, the hotels, the exclusive clubs, and the huge department stores, those places where may be bought "everything from a pin to a piano."

At Fifty-ninth Street, five miles uptown, we turn from Fifth Avenue and proceed across westward a mile to where starts Riverside Drive. Here is quite a contrast to the tenements. Riverside, with its fewer and more sedate children, its obvious wealth, and its placid serenity of outlook over the majestic Hudson. Built up only on one side, "the drive," facing the Hudson, is an ideal scenic boulevard. Here are to be seen those immensely-spread and high-piled most modern apartment houses. They are little select cities in themselves, where uniformed lackeys swing doors open noiselessly and where dogs and children are not allowed.

Let me deluge you with a few statistics, though thousands and millions are hard to visualize. You all know cats and have seen many of them. But can you imagine one and a half million cats at once? Yes, New York city has 1,500,000 cats, from the blue-ribbon, silk-cushion kind to the nocturnally noisy, back-alley breed always hunting for a fight. There are 150,000 house dogs and 900,000 caged canaries. Just try to picture all those dogs and cats and birds and you may get an idea of the size of New York city.

Or take another very prosaic thing—a grocery store. New York has 20,152. Twenty thousand men, all grocers! Of course that doesn't take into account the many, many chain stores which get much of Mrs. New Yorker's trade.

I am proud to be a New Yorker, because of the city's giant strength, because of its opportunities, because of its many points of interest, because of its stores and markets, because of its peoples of many races, because of the city's unexpected beauty spots, because—and this is perhaps my strongest reason—because there is so much enjoyment to be found here, both by the visitor and by the New Yorker himself.

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## "BAGDAD-ON-THE-SUBWAY"

**By ISADORE TAUBKIN, age 16**

**1st Prize, Stuyvesant High School, Manhattan Island, 5285 boys**

**Birthplace of writer, New York City; of parents, Russia**

Beautiful in its ugliness, a world, alone in a world, is New York city. It is the metropolis of the entire world; it is the magic city; it is the "Bagdad-on-the-Subway"; it is the city of big things, of small things, of new and of old things, of everything and of nothing; it is the incomparable; it is heaven, and it is hell.

As a whole, it is merely New York city; broken up into its component parts, it is Wealth, Poverty, Luxury, Squalor, Knowledge, Ignorance, Business, Home, Pleasure, Drudgery; it is Italy, Germany, England, Asia, Africa; it is the Melting-Pot for everything.

In making a survey of the entire city, it is but natural to start with its capital, the City Hall. The one low building rising out of the one open space in the section is the city's administration headquarters. Hedged in on all sides by skyscrapers which seem to frown down upon it, begrudging it the breathing space it has succeeded in retaining, it stands, proud. One can not say it stands aloof or lofty, for, almost facing it, and, for a time during the day, hiding it from the sun, stands the beautiful, majestic Woolworth Building, monument to Business.

Stretching out, narrow and winding, to the south of the mayor's palace, is Broadway. Slowly it winds its way to the very tip of the island, Battery Place and South Ferry. Here, abruptly, for fear of falling into the harbor, the office buildings come to an end, and we find a wide, open area. Looking out upon the harbor, the docks of Jersey City, on the opposite shore, can be but barely discerned about a mile away. The Statue of Liberty, materially old and dirty, spiritually clean, pure, inspiring, rises out of the water, and welcomes incoming foreigners to Ellis Island, which can also be seen. From Ellis Island the foreigners come to Battery Place, thus entering America, New York city.

About face, and we march up Broadway. We pause to observe old Trinity Church, sternly staring at Wall Street, the money centre of the world. Its ancient churchyard cemetery serves as a warning to all those who would "beat the street," but useless the warning and useless the comment.

Again, up Broadway to Cooper Square. Here we see Peter Cooper's Union of Arts and Sciences. We pass Union Square, and Madison Square, the centre for prize-fights, the circus, and mass-meetings, Herald Square, in the department store area, Times Square and Longacre Square, in the theatre district, and then Columbus Circle, in the automobile section.

Here, the sight of Central Park necessitates a pause. Here, amidst artificiality, we find Nature in an almost unadulterated state; to native New Yorkers, one little section of heaven. Within an area of one and a third square miles we find green grass, trees and lakes. Surrounding the park are the city's few avenues of wealth.

Turning back, rapidly down Fifth Avenue we pass

through the fashion section, the centre of luxury and ease and beauty. At Washington Square still stand the few remaining homes of the city's older aristocracy. Off Washington Square is Greenwich Village, the home of Art and Moderns. Gramercy Park, across town, is also the residence section of dramatists, authors, artists, and "the old rich."

With a leap, we come to the "east side," the Ghetto, of the city. This is the most outstanding foreign quarter. Here, in unrealized squalor and misery, live those who have come from "the old country," and who, through lack of proper education, are disappointed in this America. Here the radicals of our country and our city centre.

Thus, hop, skip, and jump, we have covered the lower half of Manhattan, the smallest borough of the largest city. But how, covered? Scarcely even named all its parts, all its divisions, in itself, an almost impossible task.

In summary, we find that New York is distinctly New York. It is as foreign to America as England is. A slice here, there, from this part and that part of the globe, into the pot; boil and melt; the combined result, New York. New York, the metropolis of the world, the centre of all and everything. To the question, What is New York? there is but one answer, New York.

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## WHERE GLEAMS LIBERTY'S LIGHT

**By BERNARD GREENSPAN, age 16**

**1st Prize, Curtis High School, Staten Island, 2033 boys and girls**

**Birthplace of writer, New York City; of parents, Hungary**

The most important city in the state of New York, the commercial metropolis of the United States, and the largest and richest city in the world is New York.

The city, which embraces an area of 299 square miles, or the equivalent of a tract 20 miles long by 15 miles wide, consists of five boroughs. These, in order of area, are: Queens, on Long Island, 103 square miles (517,000 people); Brooklyn, on Long Island, 72 square miles (2,177,000); Richmond (Staten Island), 59 square miles (124,000); Bronx, 42 square miles (810,000); and, the smallest but most important, Manhattan, on Manhattan and 4 or 5 small islands, 20 square miles (2,272,000).

Before entering New York city, we must pass through New York harbor, one of the finest and safest in the world. Its entrance channel is about a mile wide. This entrance, known as the narrows, leads into a beautiful bay (5 miles wide and 6 miles long), bounded by New Jersey and Manhattan on the north, Long Island on the east, Staten Island on the southwest, and New Jersey on the west.

Liberty Enlightening the World

The Statue of Liberty, the largest statue of a human-figure in the world, is 151 feet high and stands upon a pedestal 155 feet high on little Bedloe's Island, in the middle of the bay. At night, the gleam from the electric light, which Liberty holds in her hand, can be seen from all parts of the bay.

Now that we have entered the harbor and have examined it, let us enter the city of New York, the wonder of wonders. New York city has the largest urban population in the world. It is inhabited by 5,928,000 people. In addition to all these residents, there are 360,000 commuters and visitors brought in daily by the 9 mainland railroad systems, 3,000 come in visiting autos, and a daily average of 5,000 persons arrive by the 126 steamship lines. Thus we have a total of 123,000 coming in daily from a distance and 245,000 arriving daily from the suburbs. So if all these people, residents, suburbanites, and strangers, were in New York at one time there would be a grand aggregate of 6,296,000 people in the city.

Imagine it! One single city has a greater population than 46 out of the entire 48 states. This unbelievable mass of people speaks 44 languages and represents 55 foreign countries.

It is interesting to know that there are in New York city more natives of Italy than Italians in the great city of Rome and more natives of Ireland than Irish in the city of Dublin, and more Jews, twice over, than ever were in any other city on earth. The census plainly shows that all the races of the globe are represented in New York city.

In order to transport this vast multitude of people, New York city has developed the best rapid-transit system in the world. New York city possesses 41 bridges, five of them more than a half mile long, and daily traversed by 2,031,000 people. Besides these bridges there are 3,100 miles of streets, 27 municipal bus lines, 40 miles of trolley lines, 2 trackless trolley lines municipally operated in Richmond—altogether 635 miles of rapid-transit surface routes. There also are 121 miles of elevated routes and 81 miles of subways. There are plans for building a subway from Brooklyn under the bay, 5 miles, to Staten Island. And a new vehicular tube for autos is being built from Manhattan Island, under the Hudson, to New Jersey. There are also 18 ferry boats, the largest on the Atlantic coast. These boats bring in an annual revenue to the city of about $2,500,000.

To entertain its multitudes, New York city contains many places of amusement. There are, in the heart of the city, the two largest baseball parks in the world, the Polo Grounds, now seating 50,000, and the Yankee Stadium, seating 70,000. The stadium was completed only in the spring of 1923 and drew almost 80,000 for the opening game. Also, there are, within 50 miles of New York, 160 golf links, having a total of 60,000 members and occupying about 20,000 acres of land, or about half again as much as Manhattan Island. But these golf clubs are exclusive concerns available only to a small minority with means and leisure. Several public baths and scores of small as well as four or five very large parks delight the people on a sweltering summer's day.

An aquarium, converted out of an old fort that first became a concert hall and then for years served as the immigrant station called Castle Garden, contains many interesting species of live fish.

One of the largest theatres in the world, the Hippodrome, is in New York. It has a seating capacity of 5,200. But now its building is to be torn down so that a skyscraper may stand there. The Capitol Theatre, the largest and finest modern movie house in the world, also seats 5,200 people, and it has an orchestra of 80 pieces and marvelous color lightings.

New York city is also notable for its system of libraries. The main library contains 2,000,000 volumes. The American Museum of Natural History, the Metropolitan Museum of Art, and many other noted institutions promote education and knowledge within the city's huge population.

New York city is protected by one of the best trained and best equipped forces of firemen and of policemen in the world. Each day 1800 policemen are on special duty as "traffic cops" to control the 325,600 autos and the 4,000,000 people that daily pass and repass through the streets of New York. Ten thousand other policemen have the duty of protecting the public and the people's property. Also 6,000 firemen, with about 2,000 auto-trucks (no more horse-drawn apparatus), help extinguish fires and save persons in burning buildings.

An interesting subject for discussion is the source of New York city's huge water supply. The nearly 700,000,000 gallons of water, which New York daily requires, comes from the Catskill Mountains, 100 miles northward in New York state, flows through huge pipes, 17 feet in diameter and in some places as deep below the surface as the Woolworth Building is above it, or 785 feet. It may be easily inferred that New York city's water is protected so that neither mobs nor invading enemies could cut off the life-sustaining supply.

New York city has an average density of population of about 1,933 persons to the square mile, whereas the distribution over the entire United States averages only 35 persons to the square mile.

There are 30,000 more women in New York city than men. The ratio is 199 males to every 200 females. But the ratio is reversed in the general population of the United States, there being 208 males to every 200 females. Self-supporting women gravitate to civilized centres. Men can venture into new regions.

Did you know that 34.8 per cent of the entire wealth of the United States is owned by persons residing in the city of New York? That in this great city there are 1,500,000 house cats, 900,000 caged canaries, 200,000 cooped chickens, 150,000 pet dogs, 55,000 horses, 8,560 motor cycles, 12,000 push carts, and more than 50,000 retail stores?

New York surpasses any other city of the globe in the number and height of its modern steel-frame buildings. One, the Woolworth, is 57 stories high, the largest habitable structure in the world, and it is situated in the business heart of New York. This building, 785 feet in height, is visited annually by hordes of strangers who come to New York principally for the purpose of seeing it, and the city from its tower. There are many buildings which exceed 20 and 30 stories in height and there are several 40 stories high.

About 99 out of every 100 foreigners, when they decide to move to America, converge upon New York city, the eastern entrance to the world's greatest republic, the metropolis of the land of opportunity. But here, unfortunately, too many of them congregate and become fixtures, without learning the extent and diversity and customs and language and national ideals of the nation.

So New York is the most unamerican of all the cities of the republic, because four out of every five of this city's people are not natives of America and because this city has the largest percentage of large foreign-born units strange to the language and customs of the country. But New York is also the most American of the nation's cities, because its most obvious achievements in architectural and engineering daring, its rapid city growth on a huge scale, its financial power, and its nervous hurry are all typically American. These American characteristics result from the fact that here have come from every state of the union men of already acquired wealth or capacity for fortune-making and leadership. They have developed from two and three and four generations of Americanizing influences. These enterprising Americans dwelling in the city, and a daily inflow of 200,000 American visitors demand and cause to be provided bigger and better hotels, faster transportation, and the best stores and amusement places that a ready-spending people can patronize. Thus has New York been urged to greatness undreamed of in the countries whence came four-fifths of her present people.

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## THE SUBWAY SARDINE

**By CHARLOTTE BRENNER, age 16**

**2d Prize, Theodore Roosevelt High School, Bronx (mainland), 1585 boys and girls**
**Birthplace of writer, New York City; of father, Austria; of mother, Russia**

Come to me, Children of Men!
You will be stunned with wonder!
I am the City Gigantic.
I am the City of Thunder.

Come to me, Youth of the Ages!
Come to me, clear-eyed and free!
I shall awake you and break you,
And make you suffer with me!

And you will know all my madness,
Stinging your blood into flame.
And you will know all my sadness,
And you will know all my shame.

Court me or spurn me—I care not.
Stab me—caress me—I live!
I am the Best and the Worst of you—
What you have given, I give. —Mary Dixon Thayer.

Early in the patient coolness of each dawning, the farmers from Westchester, Long Island, and New Jersey roll the heavy wheels of their wagons into the heart of New York, to feed the snoring metropolis. And the inconsiderate Public, rubbing his sleepy eyes, grumbles at the annoyance of the noisy pavements.

Other noises compete at this time of morning, especially in the apartment houses. As soon as a little life is born in New York he makes a noise, and he keeps on making a noise (which increases in proportion to his growth) until Death silences him and carries him off, to either of the two other places.

In the New York three-room apartments, where

Mrs. Smith knows all about Mrs. Higgins, and everyone hears, whether wishing to or not, all that goes on in his neighbor's apartment, the wailing of a child intrudes on the silence of the night with harsh unreason; and the mother's patient "hush, hush" is heard clearly through the thin walls. Those who have the good fortune to live in a private house have other noises to contend with, but the baby's wailing is the most cruel of all human intrusions—especially when it comes to the ears of some over-worked individual, weary with the day's toil and anxious to snatch a few hours' sleep before resuming work on the morrow.

For there is no such thing as a let-up in New York. We are not lazy here, nor are we too prudent in apportioning each day's work. There is a time for everything, but there is never too much time. The balance is always on the other side: every business man, no matter how efficient, must always rush to put through work that has been "hanging over."

Always people are talking of "catching up on sleep" that has been sacrificed. During business hours there are other things happening outside of the office.

We must not forget to consider the New York women. Scorn, if you will, the sleepy, clumsy woman who hangs over a lofty window sill, staring at the shuttling crowd below. But there is interest enough to attract her and keep her fascinated for a whole day. There are the children playing and quarreling by turns; there is the man who screams virtuously to inform the bleary window adornment that he is selling strawberries at 35 cents a quart, a sum which he deems most reasonable. A dark, wrinkled man with hairy arms sells you a roll, a frankfurter, sauerkraut, and a dash of mustard—all for 5 cents; and you disappear rejoicing in the picnic! O for a dash of brains to go with it! But this is New York.

At 5 p.m. the eyes of Mrs. Window-Adornment are turned toward the nearest subway station. She knows that then starts the soothing process of her husband's trip homeward.

At that hour the man enters another subway station, leaving a pile of uncompleted work in his office. He squeezes into the crowded trains, paddles his way to an easier part of the jam, and stands compressed. There is no room here for Civilization to push her way into the car. She is left somewhere in the office, to make room for Vulgarity and Turbulence, two vile beings, who extend their influence over the vast crowd. The sweating artisan who is jabbed by an elbow turns and glowers at his offender. He does not reflect that the assault was probably due to a continued process of jabs by elbows along the entire length of the car and that it is extended to the final unfortunate plastered against the tremulous side of the extreme rear of the steel vehicle. But the immediate recipient of a jab assumes he is the sole sufferer, and his resentment is directed to the nearest offender. And then that everylasting cry of the conductor—"Plenty of room up front!" He repeats it at every incrowding relay. The intent students in these underground trains bend their heads, once again, to the sporting page of the newspaper! Thanks to our reporters, they are supplied with sufficiently light and interesting material to divert their minds from the constant jostle.

Again a sudden stop, a recrowding, and the raucous cry—"Plenty of room up front," becomes a feeble noise in the distance.

There are ladies too, in the subway scramble. Kipling may write of "A rag and a bone and a hank of hair," but far be it from us to deny the need of a woman's presence to encourage civilization. The women are sucked in with the whole mob. But how differently many of them appear from the drooping business man. There is Woman, a searching, wistful look, rather than the tired blank stare of the male. And yet, we call her "the weaker sex." Even in New York her freshness is not lost. It is encouraging almost to politeness, to see a neat, sparkling-eyed woman enter a crowded subway. Ask the men, they know.

At home at last, the weary subway-sardine pokes his supper down his throat, shaves, dresses for the night's entertainment. For I dare not, in describing New York, omit the fascination of "the gay white way," with its flashing and glaring lights, its showy gowns, its variety of style in everything—including people and automobiles. The shows are good and the actors are good, but the shows and the actors often make an unappealing combination. Lately the city has had an invasion by foreigners who have the ability in acting and singing and dancing that New Yorkers lack, and the local talent is awakening to that fact. And so the theatre becomes capsized by the reappearance of the Moscow Art Theatre for a precious two weeks!

After the shows "the noisy throng" perhaps turns out for "a slumming party." They are a wild, unsympathetic, callous crowd that wake the drowsy tenement dwellers with loud talking. They start down Broadway, "the east side" their destination. They pass the huge, unimposing, grayish buildings that shut out all sunlight from their streets but do not keep out the rain and wind and heat. This is where hundreds of thousands of New Yorkers spend six days out of the seven each week.

At last the "slumming party" reach the slums—the ghetto of New York, with all its mysteries, its sorrows, its stench. Yet that is where some of our greatest statesmen receive their earliest training. You who repose snugly in your cozy arm-chair pity the poor little waifs, but they do not think of you at all, nor do they pity themselves. They are happy in their ignorance. Those little citizens-in-the-making are gaining an education strange to you, and their drab faces will shine forth yet in the brighter sections of New York.

There is Chinatown, and Greenwich Village, where disreputable people go to carry on and where others earn their living by providing the place. For accounts of this wretched make-believe art quarter of New York look elsewhere. I could find little amusement in describing it. Besides I never have experienced the thrill of dancing in a cheap sporty crowd at midnight.

The individuals of the slumming party return, at last, at "three o'clock in the morning," flop into bed, and steal a few hours of restless sleep before the next day's grind is resumed. This is done six days of the week by a typical element of the population. On Sunday, New York declares a holiday, rises along about noon, wades through the bulky Sunday papers, and turns out on Broadway again in the afternoon.

It is hard to realize that Broadway was once a rural region where Indians shot wild animals for their skins. As Tennyson says in his "In Memoriam."

> "O earth, what changes hast thou seen!
> There, where the long street roars, hath been
> The stillness of the central sea."

It is interesting to note just how average New Yorkers do regard a pretty scene when they actually see one. As the packed subways move further away from Manhattan (which holds 245,000 daily commuters, to say nothing of its ten times that number of inhabitants) the cars spurt the men at each station till, gradually, when a prettier section is reached, there is more comfortable standing room. This is often the case when they pass over the bridges at about sunset. There are 41 bridges within New York city. The view in the East River, where four magnificent suspension bridges cross, is sometimes very lovely in-

deed: the reflection of the burning sky in the dark, quiet waters and the background of tall, silhouetted buildings of sandstone, the highest of which, the Woolworth Building, towers over all the rest, showing off its 57 stories with stately dignity and grand elegance. But scarcely a person is conscious of all this grandeur. Why? Weary heads droop. Eyes stare or read one of the numerous daily papers, which New Yorkers peruse with avidity both morning and night. A dull, dusty-floored car, reeking with odors given off, is rushing across the bridge. In the background the brilliant sky, a delicate orange all over, with a huge, red glow in the west. Sometimes a flicker of the reddened light reaches the inert hand of some passanger. But he, like the Marquis in Charles Dickens's "Tale of Two Cities," glances casually at the momentary blood tinge on his hand and possibly murmurs indifferently of the sunset, "It will die out soon."

In spite of this indifference, whenever a chance comes to spend a sunny spring day in some restful place in lovely Central Park, or some other of New York's many parks, some of these same men are wide awake to the beauty of their surroundings. It stimulates them and further prepares them for the weekday grind that goes on in the thickly populated sections.

Yet there are sections of New York city where people are normal and where the sun shines, unhindered by skyscrapers. Some parts of the city are still unchanged. Let us hope that these will bring relief to many more generations before they become the ugly ruin that the Bowery is today. Somewhere on the outskirts of the city,

"A brighter, livelier scene succeeds;
In groups the scattering wood recedes,
Hedge-rows, and huts, and sunny meads,
And corn-fields glance between."

Thus you can see, as your machine slides over the sleek macadam roads, here and there a little oasis of calm and beauty. This is the most refreshing of all scenery after a hot day in New York.

So it happens that every type of industry, every type of human character, every type of amusement and diversion within the unlimited sphere of man's desire is represented in our great city. It is a huge whirlpool, and those who are caught in the turmoil became a part of its swirling mass. No one who has not seen New York has completed a liberal education, has known what the human animal is like when crowded by millions into a teeming hive, and frantically crawling and crowding and hurrying like the suddenly alarmed occupants of an ants' nest.

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## BORN TO BARTERING

**By WILLIAM DRAGUNAS, age 17**
**1st Prize, Eastern District High School, Long Island, 3610 boys and girls**
**Birthplace of writer, United States; of parents, Lithuania**

All things must have a beginning, and the city of New York, now so rich and great, began in a very small way.

It cost Holland about twenty-four dollars in trinkets to purchase the whole island of Manhattan, and even at that price the Indians considered it a very good bargain. In fact, so joyful were they that a holiday was declared and a special primitive feast was served to Peter Minuit, the agent of the Dutch East India Company.

At that time the region which now is known as New York city was naturally beautiful. The majestic Hudson lapped gently on the sparkling beaches. Primeval forests hid the New Jersey shore and the outline of Manhattan. Hills of smiling green swelled gently one above another, crowned with lofty trees of luxurious growth, some pointing their tapering foliage toward the gloriously piling clouds while others were loaded with a verdant burden of clambering vines, bowing their branches toward the earth that was dotted with flowers. The island was filled also with wild and venturesome animals. In their letters home the first settlers often complained of the deer and wild turkeys that broke through the fences on the small farms and ate up the crops.

As the years passed on more sturdy Dutchmen came over in large numbers, bringing with them their plump, rosy-cheeked wives. They were a hardy, industrious people, peaceful with the Indians and tolerant of all religions. There were no pillories or ducking-stools for those who held different beliefs. Nor were any old women burnt on the ridiculous charge of being witches.

Not all the early colonies of America could boast of such efficient management as New Amsterdam was given by the sturdy and sensible Dutch.

But in 1664 English warships appeared in the harbor with their cannons trained on Fort Amsterdam. Without a shot being fired, the city passed over to the English, much to the chagrin of Peter Stuyvesant, the one-legged Dutch governor. Aside from changing the name to New York and appointing a new governor, England left the colony much to itself and did not interfere with the democratic government then existing.

Very soon after the British came the tone of society in New York was almost wholly changed, English language, customs, and manners largely supplanting Dutch. New York, with the large influx of immigrants from England and the New England states, became a miniature London, English to the core.

She celebrated with fete and procession the birthdays of the king, queen, and other members of the British royal family. She donned the visible signs of mourning when any member of royalty died.

The importance of education was early recognized in New York. In 1725 the first newspaper, the "Gazette," was published. Then came the "Weekly Journal." These were but mites when compared to the city's present mammoth journals. They were printed on a half sheet of foolscap paper. But they were the forerunners of the Heralds, Tribunes, Suns, Worlds, and Journals of the period of greatest development. In 1751 Columbia College was founded. Today it is one of the city's noblest institutions and is well-known throughout the world as an educational influence of the highest order. Also, at about this time "coffee houses" were introduced from London and were quite numerous and the popular resorts of all classes. They were interesting places. The floors were bare and sanded, the tables and chairs very plain, the prints on the walls high-colored. There were crackling fires in the chimney-places, and a supply of hot water and coffee and teapots close by. Here, for an English penny, one could have "a dish of coffee," meet friends for the transaction of business, and discuss all manner of news.

During the revolution New York city played an honorable role in that heroic struggle. Both the non-importation acts and the committees of correspondence, of which so much has been written, had their origin in New York city. New York also had her "tea party." The reason that the Boston Tea Party

has precedence in history text books is because the tea ship destined for New York did not come in until some three months later than the one more promptly reaching Boston. Under the call of congress for troops four regiments were raised in New York city alone, and that meant mustering some 4000 soldiers from a town of scarcely 40,000 men, women, and children, or getting possibly half of all the adult males. It was in July, 1776, that the British got their first taste of New York bullets. In this well known battle at Brooklyn heights, now a part of the expanded New York, the minutemen, although outnumbered about ten to one, held their positions in a death struggle until Washington conducted his tactical night retreat to Manhattan. Harlem heights, another portion of New York city, was also an important theatre of the war for national independence, for there the rout of the day before was changed into a victory that greatly heartened the colonial cause.

New York city well may pride herself on the fact that she was the first capital of the infant republic, that within her borders the constitution was first tried, the first president inaugurated, and the wheels of national government first set in motion.

At this point it is necessary to refer to New York as a business centre, for it developed very early as such. The genius of New York is commercial and financial. Her proud position now as the metropolis of the world is due alike to her merchants, manufacturers, and financiers, and to her business centre's being on an island, with a navigable river on one side, an arm of the sea on the other, and an unrivaled harbor before. These alone would have made her a queen of the sea's traffic, even if the foresight of man had not created canal and railroads to bring to her warehouses the products of the mines, fields, forests, and mills of tributary territory, nearly 2000 miles square.

Through the exciting days of 1860 and 1861, when rumors of war filled the air, the voice of New York was for peace. A commercial community, she was naturally conservative and averse to a change. War would destroy her commerce. Accounts to the amount of millions of dollars were due her from merchants in southern states. War would confiscate every dollar. But when the American flag was fired on at Fort Sumter and fell dishonored the current of popular feeling in New York changed. Self-interest withered. On the 19th of April, 1861, the famous Seventh Regiment, the pride of New York city, marched to the defense of the imperiled national capital, 205 miles away. Next day the Sixth, Twelfth, and Seventy-first regiments followed. A million dollars was appropriated by New York city to carry on the war. In the spring of 1865 an ovation to the veterans, who returned with tattered banners and honorable scars, closed the city's record in the struggle for a more perfect union.

Just after the war between the states, when the near west was being opened to settlement, a great tide of emigrants from all countries swept across seas to New York. There were red-haired sons of the Emerald Isle, willing to work and imbued with a cheerful desire to succeed. Joyful sons of sunny Italy were impatient to get away from the station where all immigrants must take a physical examination. There were also Jews from Russia, skilled mechanics from Germany, and representatives from every land all coming in hope of freedom and opportunity.

It is because of this unceasing inflow of immigrants that New York city, with its total of some fifty-five different racial elements, has scarcely one person out of every five a native-born of the United States. While of those actually born Americans, many are children of foreign-born parents.

In 1898 the county of Kings (Brooklyn), the county of Richmond (Staten Island), the county of Queens, containing Long Island City, Newtown, Flushing, Jamaica, and Hempstead, and the districts of the Bronx were added to New York city, thereby making New York territorially the largest of the big cities of the world, and starting the epoc that has been marked by her attaining first place in population too.

The government of New York city is one of the factors making for the growth of the municipality. That government is a milestone in the progress of democracy. It is vested in a mayor and a municipal assembly of two chambers. The mayor is elected for a term of four years; the members of the municipal assemblies are elected for two years. Alderman are chosen by districts, so that each local unit has a neighborhood voice in making the city's laws. The municipal assembly wields large powers. It can establish ferries, construct tunnels under and bridges over all the waters within the city limits, build docks and improve the waterfront, open and extend streets, lay out parks, erect school houses and public buildings, supply water, and provide the means of rapid transit from one part of the city to another. But its acts are subject to the approval of the mayor.

The business of the city is carried on by the mayor. He is elected for a term of four years by the whole city and appoints all heads of departments. The burden placed upon the mayor and his departments is a colossal one. It is not infrequent that the strain proves too great and the health of the executive is impaired. Just imagine the stupendous task of managing a city of 5,928,000 people, more than half of whom do not understand the English language; of providing educational facilities for the children of foreign parents, many of whom do not have the home training so essential in American life and which must be shifted to the shoulders of the teachers; of taking care that no epidemics break out in districts where three families live in as many rooms; of providing a pure water supply all the year round; of protecting the homes from fire and theft. Is it not a gigantic task, although there are 93,000 municipal employees to perform the details? Then too, there is the necessity of providing adequate transit facilities, traffic regulation, recreation centres, and the upkeep of highways and bridges.

The way in which New York city is constantly taking care of its ever rising problems is admirable. It has built four gigantic suspension bridges over the East River alone. These bridges are more than half a mile in extreme length and with clearance enough to permit four high-masted ocean vessels to pass under abreast. The city itself operates sixteen municipal ferry boats, twenty-seven municipal bus lines, a trolley line on Staten Island, and, what is more, it does all these things efficiently. Eighteen hundred "traffic cops" daily regulate the 325,000 automobiles, the 25,000 horse-drawn vehicles, and the sidewalk streams of humanity. Six thousand firemen are always on the alert to protect the lives and property of any of the 5,928,000 inhabitants.

Although now the most progressive, sturdiest, richest, and finest municipality the world ever has seen, New York city is still in its infancy. There is no limit to which New York may attain. Opportunity calls here better than anywhere else in the whole United States. Once anyone has seen "little old New York" he will carry the visualization of it with him all the rest of his life. He will realize that no limit has been reached for the achievements of the trained intelligence of man, that what New York city has built and developed in the first quarter-century of her enlargement surpasses the total of all her earlier past and promises a future that challenges the imagination to forecast.

# AFTER THREE HUNDRED YEARS

By HAROLD B. NEWMAN, age 13
1st Prize, Boys' High School, Brooklyn, Long Island, 5721 boys
Birthplace of writer, New York City; of parents, Russia

It is with great civic pride that Father Knickerbocker heralds his silver jubilee. A grand celebration, displaying the different phases of the city's life and its wonderful achievements, is commemmorating the twenty-fifth anniversary of the birthday of enlarged New York. An opening parade of 40,000 of the 93,000 municipal employees started the greatest civic exposition that America has ever witnessed. In the procession were 65 bands, made up of 2828 musicians. The marchers were 5 hours in passing by. The object of the exposition is to acquaint the people with the operation of the thirty-odd municipal departments and the rapid strides that New York has made during the twenty-five years of bigger things done in the biggest way.

Madison Square Garden

As one meditates upon this great city's history, one can but marvel at the progress made in the little Dutch village of 300 years ago; especially the huge material evidences constructed mostly in the last quarter-century alone. Who would have forseen New York with its seething multitudes, its buildings towering in the sky, its gigantic bridges, its extensive commerce and industry, in fact, all these manifestations of energy and of intelligent developments so stupendous and incredible in so short a period of final growth?

Today New York's citizens have much of which they could boast. The New Yorker can glance with pride upon the display at the exposition, feel that this city is his city, and be glad that he lives under such fine, well organized institutions and can enjoy the many advantages they afford.

New York, the largest city of the world, is at the pinnacle of modern urban civilization. Nature and man have made it the main portal of North America's ocean commerce. Here the incoming immigrants are welcomed by the illuminating glow from the Statue of Liberty. Thither vast steamers of 126 companies daily ply their way, carrying on world-wide commerce, and adding to the nation's store of wealth.

Exceptionally well developed facilities for transportation have aided greatly in the city's progress. Five gigantic bridges, besides seven sets of under-river tubes, closely unite the municipal units, called boroughs; the waterfronts are lined with piers and wharves, while the New York Central, the Pennsylvania, and the New York, New Haven & Hartford railway systems carry New York city merchandise to the inland world.

Not only is New York a commercial and industrial leader. It has so developed socially that it can glory in its well organized institutions. These include health, fire, police, and school departments, all of which help to safeguard and improve the city, physically, morally, and mentally.

The health and education departments, being most essential, deserve first consideration. Education may be said to be the chief instrument in a nation's and in a city's civilized development. As we read the pages of history we note that the lack of free education for poor and rich alike was the outstanding reason for the slow improvement in the Middle Ages. The poor, ignorant peasant was not educated to better things in life, and had no desire to improve his condition. But today New York is foremost in carrying out the "American idea." America's leading statesmen ever have maintained that the preservation of the idea of equality and freedom depended, in the main, upon the nation's public schools.

Father Knickerbocker opens his 620 elementary and high schools to poor and rich alike, while more ambitious boys and girls can seek free higher education at "City College" and Hunter College. New York spends vast sums annually in maintaining one of the best free educational systems of any city in the world, a system which provides for well prescribed curricula, able teachers, and modern equipment. The city now spends $89,000,000 a year for education and recreation alone.

A vast cosmopolitan city such as New York is has a gigantic task in maintaining a high health standard among its constantly intermingling and dense throngs. The board of health, with the duty of protecting this great city of 5,928,000 people, is constantly doing most efficient work in preventing and fighting disease. Through well enforced regulations and tireless research work, the health department has diminished the death-rate by half within the last twenty-five years. Infant mortality, a matter of much concern to all, has been greatly decreased, largely because of the numerous milk stations, maternity clinics, and child welfare centres scattered throughout the congested districts. Not only has the health department jurisdiction over public institutions but it also carefully supervises the factories. Today the "sweat shop" no longer exists. Most remarkable improvements in health conditions have been brought about, especially within the last twenty-five years of the development of New York city, a quarter-century greater in achievements than any three or four that preceded it.

In conjunction with the health department there are very beneficial civic bodies that protect the great water system of the city and provide for the cleanliness of the streets and the wholesomeness of the marketed foods. From morn to night the streets are groomed by some 6000 of the faithful "white wings," and now and then water wagons and a hose brigade flush the most frequented thoroughfares where sweeping would raise dust, distressing to shoppers and merchants.

Safeguarding the rights and possessions of the citizens of this city is most satisfactorily executed by the police and fire departments. We New Yorkers have reason to be very proud of the fire department and its equipment, the best that money and brains can produce. Great progress has been made in the fire department since 1898. Now 6000 firemen daily and nightly guard sixty billion dollars' worth of property and 6,000,000 human lives.

The police department is another great agency in safeguarding life and property. New York city's police department is without its peer anywhere in the world. It deals with the most desperate criminals, as well as with the little youngster who has lost his mother in the crowd. Of the policemen none does better work than those of the traffic squad. Matters concerning quiet for hospital streets, right of way, and the speed of vehicles are dealt with by this highly proficient group of men who undergo a period of special preparation at the "Police Training School."

In this active and crowded city public parks and other recreational centres are a necessity to spirit and nerves. The varied attractions of these parks range from the botanical and zoological gardens to the lakes, picturesque walks, and camping grounds. But these more distant parks are insufficient to meet the neighborhood demands of the districts of greatest dwelling

congestions. So the city wisely has opened convenient playgrounds, recreation centres, and pleasure piers. Of the beaches on the outskirts of the city, Coney Island is the most frequented. Coney Island is popular for the variety of its fun-making diversions, for its good bathing facilities, and for its recently constructed promenade boardwalk. Due to its proximity and the 5-cent fare, it is daily frequented in summer by crowds seeking recreation and relaxation. During the long hot spell half a million visitors will be there during a single day.

The city also has amply provided for intellectual recreation. Public libraries, museums, and art galleries are scattered throughout the boroughs. Within the heart of Central Park, and free to all, are located the great American Museum of Natural History and the famous Metropolitan Museum of Art. In them those interested in natural objects and man-made artcraft can find collections that require many days even to review casually while passing from room to room in the vast buildings.

The old Castle Garden at Battery Park was transformed from a fort to an immigrant station and lastly to a city aquarium where scores of kinds of live fish are on free exhibition. In residential Brooklyn the Institute of Arts and Sciences, the Children's Museum, the Botanical Garden, and the Central Museum afford delight to the two million dwellers in that borough of homes.

One standing at Fifth Avenue and Forty-second Street, the heart of New York, can choose to see, within a mile from that spot, a play at one of New York's 60 theatres, a vaudeville show at one of several houses, a filming at one of the big movies, visit one of the large museums, one of several art galleries and centres, or the great main library with its excellent collections.

Within a radius of five miles one can find sufficient intellectual recreation to satisfy the most ambitious student. One need no longer long to see the Latin Quarter of Paris, for right in the heart of New York one can find sufficient studios and poor artists in the "Greenwich Village" district of Manhattan to satisfy the craving for effects Bohemian.

Throughout all these later years of hurry and crowding Father Knickerbocker still can point to Bowling Green, Wall Street, Fort Greene Park, old Trinity Church (with its memorable dead about it), and to many other historical landmarks which remain in a city where there is so much frenzy for tearing down to build bigger along the few routes of favored development while other districts remain tawdry and neglected.

If those who live in New York city were but fairly familiar with half the varied opportunities the city offers! There is free divertisement and free self-improvement unequalled in any other like area on earth. But with very many the daily habit preference is to ride underground, to stroll afoot scarcely at all, and to consider little worth doing or having unless it cost money in a commercial trade. Business is a fever. Nothing actually is first created here, but everything is exchanged that some money profit may be grasped quickly. It is the world's greatest market place, for materials or services.

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## AMERICA'S AMUSEMENT ARENA

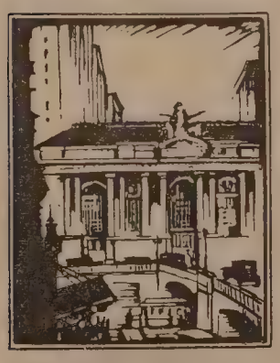
**By PINDAR L. RORABACK, age 18**

**1st Prize, Evander Childs High School, Bronx (mainland), 4334 boys and girls**
**Birthplace of writer, New York State; of parents, New York State**

New York, "The Empire City" of the world! Into the clear blue sky she points her towers, welcoming strangers and friends alike, at the approach of her three hundredth anniversary as a civilized settlement.

This grand old but constantly rejuvenated city was founded by sturdy Dutchmen in 1623, just 300 years ago. For those hardy Netherlanders and for those Englishmen later arrived and renaming the place to honor the Duke of York, we feel deep appreciation for the confidence they showed in this spot as a promising location for a new-world community.

New York is approached chiefly by rail and ship, and also by air. It has 126 ocean steamship lines bristling its extensive waterfront, and nine large railroad systems terminating within the city's limits. Hourly down the bay ocean steamers churn their way through "the narrows" and past the "Hook"! Few there are on board who can view without a thrill of pride and awe the colossal statue on Bedloe's Island, rising grandly more than 300 feet above the water. This beautiful bronze by Bartholdi was erected on the site in 1886 as an enduring pledge of friendship for the United States from France, the great sister republic across the water.



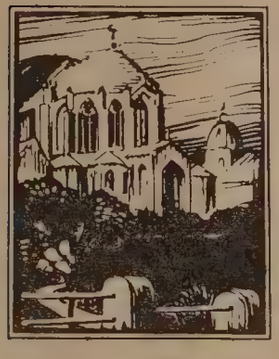
Grand Central Terminal

New York's network of steel lines of traffic centre about its two great passenger terminals, the Grand Central and the Pennsylvania. The Pennsylvania is a stupendous structure, the largest of its kind in the world; it covers several city blocks and is connected by two under-river tubes with New Jersey and Long Island. A mile away, across town and northward, is the equally beautiful Grand Central Station, famed for its interior decorations and architectural beauty. The huge domed ceiling in its main lobby is a masterpiece of art. It represents the heavens with all the constellations correctly charted.

The traveller can find unexcelled hotel facilities in New York. Among the scores of huge structures are the Belmont, the Astor, the Waldorf-Astoria, the McAlpin, the Vanderbilt, the Ritz-Carlton, the Majestic, the Biltmore, the Plaza, the Commodore, the Pennsylvania—all with 1,000 to 2,200 rooms each. These splendid buildings are 12 to 22 stories high, thus rising partly above the heat and noise of the pavement. They were constructed at a cost of many millions of dollars apiece.

New York has two "main streets," and several closely rivaling them. The coveted title rests equally on Broadway, the far-sung, and Fifth Avenue, the elect. Wall Street, world-famed as money mart, surpasses London in the race for first financial honors. Riverside Drive, its beautiful and select residential section fronting the majestic Hudson and the grim and lofty palisades of New Jersey beyond, is one of the world's loveliest promenades. Half way of its six-mile length it passes the imposing gray granite tomb of General Ulysses Grant. These famous streets and drives are walled with massive and expensive buildings. The lower end of this city of man-made canyons is especially interesting because of the great number of

its lofty office buildings on seemingly narrow streets. Broadway, with its romantic memories of stage-coach and tally-ho days, begins at Bowling Green, traverses the 13-mile length of Manhattan, and really extends on as a highway a distance of 150 miles up through the Hudson Valley to Albany. On historical but short and narrow Wall Street, named after a stone wall erected on the site by an early Dutch governor of New Amsterdam, stands the United States Sub-Treasury, a beautiful granite structure occupying the site of the old Federal Hall, from the balcony of which Washington made his first inaugural address. Here also is the massive Drexel Building, a handsome, squat edifice owned by J. P. Morgan & Co. The National City Bank, the largest in the country, occupies with its towering building the site of the old custom house. Nearby is the Singer Building, rising to a height of 620 feet. A half-mile further uptown is the Woolworth Building, the tallest habitable structure in the world, rising 785 feet above the street. The City Hall, courthouses, and other public buildings are all in the first mile of lower Manhattan, and are of like grandeur and beauty, if not height. The "Flat Iron Building" is another curiosity, a tapering slice of a structure like a thin wedge of cake. One of New York's most beautiful buildings, standing half way up Fifth Avenue and 4¼ miles from the Battery, is the Public Library, one of the best and most beautiful in the world. It was built at a cost of $10,000,000, and it contains almost two million volumes. Fifth Avenue is the fashion centre of the United States and has many very large, exclusive, and distinctive shops.



The Episcopal Cathedral

New York's churches are another source of pride. Some of the most noted are St. Patrick's Cathedral on Fifth Avenue, the Episcopal Cathedral of St. John the Divine (of huge size, on Morningside Heights), old Trinity, facing down Wall Street, Grace Church, near Broadway, and the Jewish synagogue on Fifth Avenue at Forty-third Street.

No city can hope to have healthy citizens without fresh air and means for recreation. Both are amply supplied to New Yorkers by means of its four or five big parks, each covering several hundred acres, and its many small parked squares. The best known is Central Park, with its 840 acres, midway of Manhattan Island, in the very heart of the city. Four hundred of its acres are dotted with trees. About ten miles of drives wind in lazy curves through its cool woodland depths, set with a half dozen lakes and ponds. Van Cortlandt Park, the city's playground, is in the Bronx district, which is on the mainland, north of Manhattan. A riding school and bridle path are among its attractions. Bronx Park, known to New Yorkers as "The Zoo," contains possibly the largest and best collection of wild animals in the world, including a large herd of the once almost exterminated American bison. The botanical gardens are here too. "The Zoo" is a never-ending source of delight and instruction for youngsters and grownups alike.

One never sighs from lack of amusement in this great city. The theatrical district about Times Square always is sparkling with its lurid invitations. For those who enjoy music, there are Carnegie Hall and the Metropolitan Opera House. To the younger set, Luna, Coney, and the Palisades amusement parks provide all sorts of thrills and attractions. Then, in the summer, who can resist the call of the surf? New York has nearby many miles of rolling surf and safe-guarded beaches for those who care to swim or frolic. Ball fans may rest assured that they can all get seats to see the big league games in New York's two great baseball parks, seating 50,000 and 70,000 people.

All of these places and many more may be quickly reached by rushing subways, burrowing underground, by elevated lines, flying past third-story windows, and by ordinary street cars; besides there is a host of 13,450 taxicabs at your service day and night.

New York's bridges are another interesting part of this great city. They span both the Harlem and the East River in many places along a stretch of 15 miles. Among the biggest are the Brooklyn, the Williamsburg, the Queensboro, the Hellgate. The last named contains the longest single arch in the world; it is more than 1000 feet in length. These four bridges were built at a cost of about $200,000,000. They span a waterway about a third of a mile wide.

Recreation clubs for business men of this city are both large and numerous. Some of the more noted ones are world famous. The republicans' Union League Club is a handsome building on Fifth Avenue. The New York Athletic Club has a fine building facing the southern end of Central Park. Sir Thomas Lipton's latest gallant attempt was blocked by the "Resolute" of the New York Yacht Club, which has a beautiful boathouse on the Hudson River, below "the drive."

New York city offers remarkable opportunities to those desiring a college education. The city maintains the College of the City of New York, where male residents may receive a college course gratis. This "City College" has beautiful gray buildings and a fine stadium. Columbia University, on Morningside Heights, is a famous old college dating back to English rule. At first it was called Kings College. New York University, mostly on beautiful University Heights, in the Bronx district, and Cooper Union are other fine institutions of higher learning in the city.

The great Museum of Natural History, on the west side of Central Park, is one of the best of its kind in the world. It contains many rare collections—natural history, ethnology, and paleontology. The Metropolitan Museum of Art, on the east side of Central Park, is a beautiful and expansive building with a frontage of about 800 feet and with large, massive, Corinthian pillars facing lovely Fifth Avenue. It contains one of the most valuable collections of ancient porcelains, armor, jade, sculpture, paintings, and antiquities in existence. Here people may see and study ancient and modern art in all its phases. On the grounds, to the west of the building and within the park, rises the weird shaft of "Cleopatra's needle," an Egyptian obelisk from Alexandria and of great antiquity. It was presented by Khedive Ismail Pasha to the City of New York in 1877. The huge solid monolith of reddish stone is 69 feet high, weighs 200 tons, and is covered with hieroglyphics. The engineering feat of transporting it whole and setting it up again was performed by a United States navy officer.

New York is the city of today. Space forbids the enumeration of the many other wonders that await the stranger coming to this huge cosmopolitan centre of art, fashion, wealth, and multitudes. Father Knickerbocker extends to you a cordial invitation to visit New York city, and he holds out his hand to greet your arrival.

# SKYSCRAPER SKYLINE AND RIVER SPANS

By JESSIE ASHWORTH, age 16

1st Prize, Manual Training High School, Brooklyn, Long Island, 4716 boys and girls
Birthplace of writer, Ticonderoga, N. Y.; of father, Scotland; of mother, New York State

When Peter Minuit bought Manhattan Island, way back in 1626, for twenty-four dollars he could have had no idea that 300 years later the little settlement of New Amsterdam, situated at the lower end of that island, would have developed into a vast city, and that the island he purchased would have become worth many thousand millions of dollars. But the little settlement grew, and now it is spread over a group of islands about the mouth of the Hudson River, one of the world's most majestic maritime streams.

The city of New York is composed of five neighboring boroughs, together comprising a land area equivalent to a tract 30 miles one way by 10 miles another. It is situated on one of the finest and most beautiful harbors in the world. Within its marine area is Bedloe's Island, on which stands the Statue of Liberty, given by the people of France to the United States. That statue is 305 feet in height, including the figure of Liberty which is 151 feet high and is of hollow bronze and weighs 550,000 pounds, and has a spiral stairway inside. Ellis Island, the immigrant station, also lies within the harbor. In the East River, which, like the Hudson, flows along one side of Manhattan Island, is long, slim Blackwell's Island, where the city's prisoners are confined.

New York Bay, together with the Hudson and the East River, makes an excellent seaport. Great transatlantic steamship lines connect New York with Europe and all the other continents. There are 126 different steamship companies with ocean liners converging upon New York from every commercial port of the three great oceans. New York is also the chief railway terminal on the Atlantic coast. Railroads from all over the country focus here through nine main lines. Cargoes are arriving daily from all the maritime countries and other cargoes are constantly being sent away in return.

Spanning the East River and connecting Manhattan Island with Long Island are four examples of one of the world's greatest engineering feats. These are the four huge suspension bridges. Manhattan Bridge, which is 6855 feet long and 122½ wide, connects Manhattan Island with Brooklyn on Long Island. Approximately 4500 subway cars and 5400 surface cars daily pass over Brooklyn Bridge, which is the oldest and most picturesque of these structures. Traffic not only goes on above the river but under it also, for there are five tubes under East River and one under Harlem River, through which long subway trains are constantly and swiftly passing.

New York's sky-line is broken by the huge skyscrapers for which the city is famous. Dozens of these buildings exceed twenty, thirty, and forty stories. The highest, the Woolworth Building, is fifty-seven stories, or 785 feet, in height. There are many other interesting buildings, such as the twenty-four story Municipal Building, which is pierced through by an arcade that permits Chambers Street to continue its course. The Tombs, a great prison, connected with the courts by an elevated link called "the bridge of sighs," is another interesting building. Then there are the free public buildings for art, music, and literature. The collections of the huge Metropolitan Museum of Art range from 3000 B.C. down to the present century. Its paintings, some 1200 of them, represent the Italian, Spanish, German, Dutch, Flemish, French, English, and American schools. The vast American Museum of Natural History is famous for possessing the largest collection of gems and gem material in the world and the finest series of bird habitat groups. The New York public library's circulation department now lends for home use an annual average of 17,000,000 books. The New York aquarium is said to be the largest city-collection of fishes and marine animals in the world. It has a library of 1000 volumes limited to works relating to aquatic life in general.

In this great city now dwell 5,928,000 people, including some fifty-five foreign-born racial elements. Scarcely one person out of every five is a native-born of the United States, and of those actually born Americans many are children of foreign-born immigrants. There are people here from every state in the union.

If all the inhabitants in New York city were ranged in single file, each on a two-and-a-half-foot square, they would make one line of human beings 2942 miles long, or a solid procession, three abreast, all the way from New York through Chicago and almost to Milwaukee.

There must be ways for conveying such a vast population to and from business and pleasure. There are surface cars enough in New York to form a solid line twenty-nine miles long. There are elevated trains, subways, ferries, buses. Besides there are autos enough to form a solid train 1035 miles long. On the city's streets there are 373,727 motor, horse, and other vehicles. Placed end to end the surface vehicles would make a solid train 1188 miles in length.

In order to control for safety this immense amount of traffic, as well as the 5,928,000 people, there are 1800 policeman for traffic regulation alone. Besides these, there are more than 10,000 other policeman for the protection of public and private property.

In a city where there are so many people, buildings must be close together and of many floors. Consequently there are few dwellings with any front-yard space. There must be some place where people can escape the bustle of the business districts. So there are parks and public playgrounds. There are 160 surburban golf links within a range of 50 miles, and they occupy altogether about 20,000 acres of park-like land, owned by rich private corporations but not accessible to the general public. Central Park, about 2½ miles long by half a mile wide, is the city's largest park, but it is only three-fourths the size of Golden Gate Park in San Francisco. The Bronx Zoological park is said to hold the world's largest and most complete collection of wild animals. There are also many other places of public amusement in New York city. There are sixty legitimate dramatic theatres, twenty-nine vaudeville houses, and 480 movie houses. One movie, the finest in the world, seats 5200 people.

New York is supplied with water through a 17-foot aqueduct from the Ashokan Reservoir in the Catskill Mountains, about 100 miles to the northward. The water had to be conveyed in some way across the Hudson, so a tunnel was constructed at West Point, 50 miles above New York, and the water conduit passes under the bed of the river 1100 feet below the surface.

New York city has 32 high schools with 102,000 students attending them. The largest high school has almost 9000 students. These high schools have not the grounds or even the immediate yards which many in other parts of the country have. But they have well equipped gymnasiums in their basements, and most every school can have access to an athletic field somewhere in the city.

Each high school is a little world in itself. It is governed by its "general organization," which has student and teacher officers elected by the student-body. The organization grants charters to the various clubs and societies engaged in school activities and apportions money for their expenses. The general organization is supported by the students. Each term each student buys a ticket which enables the student to purchase tickets at half price for any contest or amusement in which the school takes part. Most of the high schools have a bank, a lunch room, and a sales bureau. Also they have a weekly and a monthly publication, issued by the students, under supervision of teachers.

In the Brooklyn Manual Training High School, which I attend, each student learns the essentials of good citizenship. This will enable each student to be a better citizen when he or she attains maturity and begins to take a cooperative part in the daily life of this largest city in the world.

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## AN ITALIAN DISCOVERY

**By ANNA LICHTBLAU, age 14**

**1st Prize, Bushwick High School, Long Island, 4558 boys and girls**
**Birthplace of writer, New York City; of parents, Austria**

New York was not always what it is now. Only in recent years has it become the world's most populous and its richest city. It will perhaps add interest to my story to give here a brief history of the events which led to the founding and naming of New York.

The first European to enter the present harbor of New York was probably Verrazano, an Italian, who made his first voyage in 1523 under the flag of France. On the Battery end of Manhattan Island is a great bronze statue of Verrazano, erected by Italian residents. In 1609 an English navigator, Henry Hudson, was sent out by the directors of the Dutch East India Company, on a voyage of exploration. He discovered what he called the River of Mountains, because of its lofty western rim. Later is was named Hudson River in his honor. On his return Hudson made a report of his voyage. The Dutchmen then organized the Dutch West India Company and sent out colonists to settle the country. They called the new colony New Netherland after the United Netherlands, then the name of the Dutch states of Europe.

In 1614 log huts were erected on an island at the mouth of the Hudson. In 1626 this island was bought from the natives for a few trinkets and was named Manhattan, after a tribe of Delaware Indians who lived there. Around the little forts there grew a settlement which was named New Amsterdam after the famous Dutch city of that name. In 1664, or fifty years after its first settlement was started, the English sent a fleet to take possession of New Amsterdam, claiming that it belonged to them through the early American discoveries of John Cabot. Peter Stuyvesant, who was the Dutch governor at that time, peacefully surrendered to the English. The King of England then gave New Amsterdam to his brother, the Duke of York, after whose dukedom it was re-named New York.

Two hundred and fifty-nine years have passed since New York as such became an English-speaking commuity. The New York of 1664 is now the world's largest city. Its population is 5,928,000.

I shall endeavor to give here a brief description of some of the many wonders of New York. I shall take the reader on a sight-seeing trip through our great city, starting down at the Battery. From Battery Park one sees New York's world famous harbor. The ships of 126 great ocean steamship lines dock in this port. The Statue of Liberty may also be seen from the Battery. The Custom House lies directly opposite the Park. This Custom House collected for the United States more than $226,000,000 in duties in the calendar year 1922.

The next point of interest is Wall Street, which is only a few blocks above the Custom House. Wall Street is the world's financial centre. As we walk from Wall Street up Broadway half a mile, the next point of great interest is the Woolworth Building, the loftiest building in the world. Often it has been referred to as "The Cathedral of Commerce." Opposite the Woolworth Building is the old post office building, which is soon to be torn down to provide additional space for City Hall Park, which is New York's civic centre. The City Hall is in this park, and directly opposite it are several other municipal buildings, among them the Hall of Records, the old county court, and the towering Municipal Building, which provides office space for most of the city departments. Directly behind the Municipal Building is the new County Court House which is now in course of construction and which, when completed, will be the most modern court-house in the country. Park Row, or "Newspaper Row," as it is familiarly called, is also in the vicinity, and seven or eight of New York's great morning and evening newspapers are published there.

A Lofty Municipal Link

There are seven large bridges connecting New York city with the various boroughs. They are: Brooklyn, Manhattan, Williamsburg, Queensborough, (all of which are huge suspension bridges), and Hellgate, Third Avenue, and Washington bridges. New York has also two of the largest railroad terminals in the world, Grand Central and Pennsylvania. These terminals are situated about a mile apart, the first focusing all the lines for New England and the Great Lakes, the second all the lines from the west and south. Between these magnificent terminal buildings is the section that often has been called "The Great White Way," which illuminates New York's amusement, hotel, and shopping districts. It received its name because of the fact that it is never dark, due to the millions of dollars expended on advertising signs. East of Broadway is the world famous shopping and society thoroughfare, Fifth Avenue. It is the American fashion centre. At the Forty-second Street corner of Fifth Avenue is the New York Public Library. This library is famous the world over for its treasures in art and literature and for its architectural majesty of facade.

New York city has: 1—the best harbor in the world; 2—good government; 3—best educational system; 4—rapid transit facilities; 5—ample police protection; 6—the world's largest amusement centre; 7—the world's most commodious hotels; 8—some of the greatest museums, such as the natural history museum and the art museum.

New York city is continually being improved upon.

# A CITY ON ISLANDS

By AGNES KESSEL, age 15
1st Prize, Jamaica High School, Long Island, 2035 boys and girls
Birthplace of writer, United States; of father, United States; of mother, Scotland

New York city is a group of some twenty big and little islands at the mouth of one of the most majestic maritime rivers. Because of its wealth, its fine harbor, its vast manufactures, and its immense population, it is the most important city in the world. More than 5,925,000 people daily dwell upon an area about 17 miles square. Of this population 1,500,000 are Jewish; this is about half of all the Jews in the United States and one-ninth of all in the world.

Fifty-five different foreign-born races inhabit New York city. Scarcely one out of every five persons is a native American and 160,000 of them are American negroes. There are 995,000 Russians, 803,000 Italians, 67,000 Roumanians, 52,000 Scotch, 49,000 French, 43,000 Norwegians, 638,000 Irish, 603,000 Austrians, 174,000 English and Welsh, 81,000 Swedes, 27,000 Greeks, several hundred thousand Germans, and about one-third of a million natives of forty other countries. Besides this enormous local population, 245,000 people commute to New York city daily from the suburbs, while 123,000 other visitors come in daily on nine railroad lines, in automobiles, or by the 126 ocean steamship lines.

You will wonder where all these people stay during the day and night. Among the 453,000 buildings, there are 181,200 one-family dwellings, 90,300 two-family dwelling: 107,700 tenements without elevators; 3,050 hotels and elevator apartment houses: 10,170 warehouses, department stores, and lofts: 1,300 office buildings: 6,801 factories: 32,050 stables and garages; 569 theatres and movies, and 19,700 other buildings. How to get to these places is another matter. Two railroad tubes, which carry people and vehicles, are operated under the Hudson River, which is almost a mile wide. Across the Harlem and East Rivers there are thirteen bridges, nine of them drawbridges and four of them suspension. About 8000 pedestrians, 1,087,000 passengers in trolleys, 25,300 in automobiles, and 76,000 in other vehicles pass over the huge Manhattan, Brooklyn, Williamsburg, and Queensboro suspension bridges daily. Bronx has eight bridges and Staten Island has two. There are forty-one altogether. Between Manhattan and Long Island and between Manhattan and Bronx are five tubes under rivers. The city operates sixteen passenger ferry-boats, twenty-seven municipal bus lines, and municipal trolley lines on Staten Island, on which thousands of people ride daily. If the private cars, the commercial autos, and the taxis of New York city were put one behind the other they would make a line 95 miles long. Moreover, if the 12,000 pushcarts, 3500 surface cars, and 8500 motorcycles and the 325,000 automobiles were added, the line would extend to 1188 miles. To regulate all this traffic, we have 1800 "traffic cops," and there are 10,000 other policemen as public protectors.

This moving mass is presided over by men chosen or elected for each particular position. The mayor, who has his office at City Hall, is the head of the city. Under him are the different departments, boards, and individuals. The commissioners of accounts, the board of aldermen, the board of child welfare, the civil service commission, the department of correction, the department of docks, the department of education, the board of elections, the department of health, the marriage license bureau, the department of parks, of plants and structures, of finance, of street cleaning, of taxes and assessments, of water supply, gas, and electricity form the greater part of New York's municipal government.

Now we come to the five boroughs, Manhattan, Brooklyn, Bronx, Queens, and Richmond. Manhattan Island is 13.1 miles long. It was bought from the Indians for $24 by the first white settlers. The number of residents on Manhattan Island itself is but 2,272,000, plus about 360,000 daily visitors. But the whole city's population and its commuters and visitors make a grand total of 6,296,000 people. Manhattan is the business centre of the city and its most densely occupied area, although it is only one-fifteenth of the land total of the municipality. It contains the greatest number of and most valuable buildings.

Among the places that a stranger visiting Manhattan should see are the Statue of Liberty, the Woolworth Building, the aquarium, the Bronx zoological park, the Metropolitan Museum of Art, the New York Public Library, and the American Museum of Natural History.

The Statue of Liberty on Bedloe's Island was given to the United States by the French. In Liberty's hand is a torch which when the battery of electric lights is turned on at night can be seen at a great distance. This illumination is like a welcome to incoming ships. Foreigners always look forward with pleasure to seeing it. The Woolworth Building is the highest habitable structure ever erected. It is 57 stories in height. The aquarium at the Battery Park end of the island contains tanks displaying scores of kinds of turtles, alligators, seals, small sharks, and food fishes. The Bronx zoological park has one of the most complete collections of wild animals and birds in existence. The Metropolitan Museum of Art on Fifth Avenue contains objects of art, such as sculptures, pictures, paintings, busts, and tapestry work. The New York Public Library is a great, beautiful white building and contains a remarkable collection of 2,000,000 books on every subject. The Museum of Natural History is famous as possessing the largest collection of gems in the world, the finest and most complete exhibits illustrating the evolution of the horse, the best series of bird habitat groups, and material showing all phases of the life of primitive man.

Several islands in New York city are used by the government. Governor's Island is a military reservation. Ellis Island is the federal immigrant station. Blackwell's Island has city prisons located on it. Ward's Island contains insane asylums, old people's and orphans' homes. Staten Island, seventeen miles long and four wide, has several towns but is mostly open country. Long Island is composed of several counties, but only two of them are within New York's city limits. Kings County (Brooklyn and environs) is nearly as thickly populated as some parts of Manhattan and is noted for its manufactures. Queens, on the contrary, is mostly open country, facing Long Island Sound and containing few large towns. It is made up of residential districts, and many of the people have their own gardens and raise their own fruits and vegetables.

Manhattan is not a model city for beautiful streets and houses. For about three miles on Fifth Avenue the newer buildings are clean and made mostly of smooth gray sandstone but there are only a few show mansions. On the side streets the houses are of dull brick or brown sandstone fronts and seldom attractive. In one square mile of the lower east side live 500,000 people. Three small rooms are often inhabited by twelve persons who are glad to have even this as "home." This section is the most densely populated region on the face of the earth. It has more people

than any square mile in the teeming cities of China. Half a million people dwell there crowded into a space about two-thirds the area of Central Park.

New York city has many amusement and recreation centres, restaurants, and hotels. Central Park, two and a half miles long and half a mile wide, contains 850 acres. Of this area 185 acres are in lakes and reservoirs and 400 in trees and lawns. Half a million trees are planted within this park, although there are only 1,000,000 trees in the entire city of 191,000 acres. There are 160 golf links within an hour's ride of New York city, and they serve a membership of 60,000 people.

There are several free public baths. Days are set apart for their use by boys, or girls, or men, or women. The "Great White Way," mile of Broadway lights, is the zone of the city's regular theatres. Nowhere in the United States are there so many amusement places accessible from one street. There are 60 dramatic theatres, 29 vaudeville houses, 30 large motion picture theatres, mostly near Broadway, and 450 smaller movies scattered over the whole city area. As for restaurants—of the hundred Childs's restaurants in the United States and Canada this city alone has fifty. Chinese restaurants are even more numerous; in them food is sold never heard of in China. Among the more imposing hotels are the Plaza, the Pennsylvania, the McAlpin, the Biltmore, and the Commodore, each with from 1500 to 2200 rooms.

The public school system of New York city is centralized. The board of education in Manhattan makes the plans which each school follows. There are about 600 elementary schools, 32 high schools, 19 night high schools for adults, 5 vocational and trade schools, and 3 training schools for teachers. The day high school students number 102,000 and the night high school students 29,000. Several of the day high schools have between 5000 and 8500 students. Very few of the buildings have playgrounds, but in their stead are basement areas to take the place of out-of-doors.

Space limitations forbid mentioning many other features of New York. One could talk for hours of its churches, newspapers, postoffice system, and various other civic elements. Perhaps this brief recital will make a stranger want to visit this city and see for himself its varied and remarkable features, its buildings and its people, its beautiful natural setting, and its gems of man's daring creation.

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## EDUCATING STRANGE MULTITUDES

By EVA KASINDORF, age 15
1st Prize, Wadleigh High School, Manhattan Island, 4483 girls
Birthplace of writer, New York State; of father, Russia; of mother, New York State

I wish that I could make you see New York city by describing it. But New York is a thing that must be felt. You must feel the throbbing heart of its millions of people, the humming of its business, and the tremendous force of its undercurrent. You must know the sensation of its towering buildings, its crowded streets. You must see its still rivers of asphalt, with the yellow lamps shining on their dark bosoms. You must have as something almost tangible its greatness and its littleness, its variety and its monotony.

I can tell you of New York, but I can not make you know it. I can only make you want to know it.

Perhaps concrete examples of some of its phases can best do this. Economically, socially, financially, historically, in education and recreation, in the unusual and the beautiful, New York is alone. She is unparalleled. She may not always be the best, but she is often very, very good. Best of all, she is exclusively herself, and she is invariably interesting.

One of the finest things about New York is the great effort she makes to educate her people. This means not some of her people, but all of them, for most of what she offers is free. The only entrance fee is the desire to learn. There are numberless public schools, where the children of this great cosmopolitan place may get their first taste of knowledge—a generous dose of "reading and writing and 'rithmetic." There are high schools where boys and girls may come to love learning for learning's sake. There are free colleges, which do away with the undesirable condition wherein knowledge is a luxury. There are lectures on almost every conceivable topic, which ask nothing more than an audience. There are libraries, lined with books, their orderly rows alone bringing joy to the heart of the book-lover, and their pages roads leading almost to the end of the universe. If any one goes uneducated in New York, he has no one to blame but himself.

"All work and no play," however, "make Jack a dull boy." In New York Jack need neither remain nor become dull. If his purse be slender there are various entertainments he may seek. There are free concerts for him. He may roam at his will down long picture galleries, and rest his eyes on some of the finest art collections in the world. The museums offer him hours of worth-while diversion. If, on the other hand, he should be less intellectual, and more affluent, he may amuse himself until work offers a restful diversion. He may see the newest, best, and most perfectly acted plays in all the country. He may spend days together in the moving-picture houses. He may dance until he is weary. He may attend the opera, or enjoy the performance of an artist at Carnegie Hall. There is no adage to tell what might result if Jack should be fond of extremes.

United States Sub-Treasury

New York's opportunities for finance are indisputably great. Bankers, brokers, manufacturers, importers, exporters — all flourish. A great percentage of the products of the country pass through her hands. Her shipping is tremendous. From all parts of the country things are being hurried toward her, and she sends them out again, all over the world. From England, France, China, Africa, from every portion of the globe she receives things, to be shipped, in turn, to all sections of the United States. Her customs house testifies to her extended activities in this field. She herself offers a big market for products.

If you know that all New York will buy from you, your fortune is made. It is in fortunes especially that New York deals. But a big business offers numberless chances to others. You may supply it with your products. You may become one of its employees. There is plenty of opportunity for remunerative work. New York has earned her financial reputation.

In regard to manner of living there is something that exists nowhere else. New Yorkers have been called "cliff dwellers" time and again, and fairly, but

they seem to like their dizzy heights, which offer practically every modern improvement and convenience. Some of the apartment houses and hotels are nothing short of palaces. They make up, in magnificence, for what they may lack in spaciousness and sunshine. It even has been said, too, that living in New York is economical! Foodstuffs and clothing are cheaper in some instances. General convenience adds much to the attractiveness. Shopping is no problem except of bewilderment in making a choice. There is nothing that the department stores do not furnish. The car lines, elevated and subway, quickly take the New Yorker wherever he may wish to go.

The fact that a great city is impersonal is a well known one. Because of this the lines of class distinction are not nearly as sharply drawn. In the public schools, children from all sorts of homes meet, and each gives what is best to the others. This is an excellent means of preventing snobs on the one hand and boors on the other. Each child may seek his own level, and find those who are of his own or better fiber. Besides, there are fewer inconvenient and petty conventional demands on every individual. Socially, a great city is a very broad-minded place.

To Europeans, New York probably seems a place glaring with the newness of a very few short years of existence. We have not the mellow respectability of London, or the aged mystery of Paris, or the sedate antiquity of Rome. But we, in our way, have historical backgrounds. It is three centuries since the homes of the Dutch burghers made the picturesque little village of New Amsterdam. Here and there, a strange old house, more frequently a queer Dutch name, reminds us of those days. During the revolution, New York and her surroundings saw more than one stirring battle. Jumell mansion, where Washington stayed, has become a treasure store-house of colonial memories. A great number of tablets mark places where history has been made. We have had the staid conservatism of the decades near 1850 and the financial supremacy of two generations later. We are not as uncomfortably recent as one might be led to suppose.

Even though New York is primarily a city of commerce, she is by no means one without beauty. Many lovely buildings grace her broad streets. The Museum of Art, the Forty-second Street library, Grant's tomb are only a few. There are magnificent hotels and apartment houses almost without number. Even the towering business buildings have their beauty.

New York's celebrated skyline is really a wonderful thing. The architects who planned these structures did not betray their trust. Happily, the pictures of New York in so many minds, that of a multitude of massed skyscrapers, is not an unattractive one. These straight shafts are really artistic. No one who has seen the tall white Woolworth Building rising against the arched blue sky can doubt this. So New York, although, like Topsy, it "jest growed," may be no more reticent than Topsy on the subject.

These are some of New York's almost numberless things. But what she has of the intangible to offer, is still greater. It may be selfish, it may be narrow, but to be able to say to yourself, "New York is part of me—one of the biggest things in the world is mine," gives a glorious sensation that must be felt to be appreciated. New York is an inartistic thing with a living spirit. It is the sort of thing that becomes very dear.

In the olden days the Romans were the most fiercely patriotic people on earth. The greatest thing that had happened to a Roman, they believed, was to be a member of that powerful and beloved city. It was a portion of their very existence, an integral part of their lives. They would work for it, fight for it, die for it. It is something like that to be a New Yorker.

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## THEIR PROMISED LAND

By JOHN BUSSENSCHUTT, age 16
1st Prize, Commercial High School, Brooklyn, Long Island, 3714 boys
Birthplace of writer, New York City; of father, Germany; of mother, United States

New York city, the Mecca of all nationalities, occupies a group of a score of big and little islands about the mouth of one of the greatest maritime rivers, the Hudson. The location and the people contribute to the success of New York, the city.

Governor's Island is the military reservation. Bedloe's Island is the foundation for the great Statue of Liberty. Ellis Island is the immigrant station, and probably is the busiest of all. Blackwell's Island has the penitentiaries and reform schools. Ward's Island has the orphan homes and insane asylumns. Long Island and Staten Island both have much open space upon which the large overflow of population is steadily encroaching from the busy business centre, Manhattan, which is outlined like a shark, its nose toward the sea, its tail upriver. A New Yorker's evolution in the community, after leaving Ellis Island, may be said to be toward the little islands or toward the big ones, according to his development of intelligence and honesty.

Unlike most cities, New York has the greatest variety of racial elements, and in huge units. Of Russian-born Jews there are 905,000, of natives of Italy 800,000, of natives of Ireland 638,000, of natives of Austria and Hungary 600,000, of natives of Germany more than half a million—all of these 2,800,000 people, except the Irish, speaking languages different from that of the native of America. The latest census estimates give New York city 5,928,000 people. Of this very large number approximately 1,500,000 are Jews, and this fact makes New York vastly different from any other city in the world. In the entire United States there are fewer than three Jews to every ninety-seven persons of all other creeds; but in New York city there is one Jew to every three gentiles. Not even Jerusalem itself has such a large percentage of Jews as has New York city, and it has not a tenth so many. Not only are Jews very numerous, especially on Manhattan and in the Bronx, but there are large colonies of other racial elements. New York has more Italian inhabitants than the entire city of Rome itself. It has more Irish than there are in the city of Dublin. Only about one-fifth of the people of New York city are native-born Americans. Forty-four different languages are daily spoken in New York city. There are 160,000 American-born negroes, 174,000 English and Welsh, 81,000 Swedes, 67,000 Roumanians, 52,000 Scotch, 49,000 French, 43,000 Norwegians, 27,000 Greeks, and about a third of a million people who came from various other countries. These figures alone give one a very vivid picture of the enormous number of people that fill New York's streets every day. But they are by no means all. There are 245,000 people that commute from the suburbs to New York city each day and daily there are 123,000 others that are either new or returning visitors or immigrants to this city. No other city in the world, however large it may be, ever

has had so many daily commuters, visitors, and immigrants adding to its regular throngs.

We have already seen that New York is a very greatly populated and crowded city. But we have not taken into account the enormous number of vehicles that traverse the 3100 miles of streets. There are 221,970 private automobiles, 90,146 commercial autos, 13,450 taxis, making a total of more than 325,600 automobiles. In addition to these there are 25,000 horse-drawn vehicles, 12,000 push carts, 3,530 surface cars, and 8,560 motorcycles. The total number of vehicles that move upon the streets of New York city is approximately 375,000, not counting a few thousand trundle trucks pushed about the streets in the suit and cloak districts, laden with clothing being moved from one workroom to another. It would seem that this enormous number of vehicles could never be regulated to avoid confusion and blockades and accidents. But we shall see that the traffic problem is most efficiently handled.

It is easy to understand that in such a crowded and congested city of people and vehicles serious traffic problems develop. But New York city is meeting and successfully overcoming them. By the use of subway, elevated, and surface car lines, by numerous ferries, and by great suspension bridges the people easily travel from one part of the city to another, and even to the extent of 20 miles on a 5-cent fare. Six municipal ferry lines carry daily an average of 77,330 passengers and 3,890 vehicles. Besides the elevated, subway, and surface cars there are many city buses and more than 13,000 privately owned taxi-cabs that carry the people about the city. To overcome the danger to pedestrians resulting from the operation of these vehicles, traffic is under the supervision of the police department. A separate division known as the traffic squad, consisting of 1800 men, regulates and carefully supervises this stupendous amount of vehicular and pedestrian movement.

Where so many people with different foreign customs are crowded together in a city it is a problem to protect their lives and property. This difficulty is handled successfully by the police, fire, and health departments. Crime is bound to be present in such a city, where so much money is daily being exchanged and where no one can survive long without money. Although there must be fully 60,000 ex-convicts in New York city, as the criminal classes always gravitate to the largest cities, the careful and minute investigations of the police and the diligence of the force of 12,000 peace officers keep crime down to a comparatively small percentage.

The greatest loss of property is due to fire, resulting from the thoughtless carelessness of many people. But the fire risk is minimized by the city's well organized and efficient fire department of about 6,000 men. Despite the very large population, with five out of every six persons actually living in buildings housing more than three families each and from that number on up to hundreds, the problem of sanitation probably is the best handled. Through the efforts of the health and street-cleaning departments the city is made a clean and healthful place in which to live. The streets are kept clean, the soluble refuse is carried away by a sewer system of approximately 2000 miles of large pipes, and the bulkier refuse and garbage are carried twenty miles out to sea in barges and dumped where the waters that reach the bathing beaches will not be polluted.

Education is an important problem in any city, especially is it a serious one in such a city as New York, where there is so great a foreign element, strange to the national language. But due to the untiring efforts of the department of education, with its more than 26,000 school teachers, it is perfected to a high degree. Children can select a course that will prepare them for a business or for a profession. Especially is this true in the thirty-two high schools, with their aggregate of 102,000 students. They give commercial, manual, or professional courses. The school department has gone even so far as to establish a free "City College" where many are given the opportunity to receive a college education at a comparatively small cost. Thus in well organized schools the children of the foreign element are carefully taught and trained to be useful and loyal citizens of this world's foremost republic.

The immense amount of business that is carried on in this world metropolis is made possible by the contentment of the people resulting from the many forms of recreation to which they have recourse. The greatest source of amusement in New York city is the theatre and the movie house, although the dramatic theatres are not permitted to be open Sundays. There are sixty legitimate dramatic theatres, twenty-nine vaudeville houses, and about 480 big and little movies that are scattered throughout the city. Then there are the parks and museums, open every day, and free to the thousands of people who daily visit them, except during the period of about five months of wintry cold and intermittent snow. Bronx Park, for instance, has the largest and best assortment of wild animals of any park in the world, and some of the prettiest landscapes that any park could have. The Metropolitan Museum of Art, with its almost inexhaustible exhibits of the world's most famous artists, affords the people another reason to seek enjoyment and divertisement, any day in the year. The younger generation is also kept healthy and given ample chance for development by the numerous playgrounds and smaller parks. For those children who can not convenietntly go the several miles to some of the large parks or even to the relatively near playgrounds, the city closes certain stretches of streets, at designated hours, banishes all traffic, and permits the children of the immediate neighborhood to play in the roadways without fear of the constant menace of swiftly moving vehicles.

The housing problem recently has been quite a difficult one. But the feeding of the great population never has overtaxed the city's facilities for handling food supplies and safeguarding their wholesomeness. Those who never have seen New York city may imagine it as having houses with spacious and magnificent grounds around them. This is an altogether erroneous idea, for in New York the vast majority of the dwellings are ugly brick or brown-stone front houses about 20 feet wide, or less, plastered one against another, with no side windows, no front-yard space whatever, and only a small patch of back yard down into which the house occupants may gaze from tiers of windows generally five or six stories high. The very few houses that have flower gardens and patches of lawns about them are owned by half a dozen of "the millionaire class." Out in the areas approaching the suburbs, of course, conditions permit more space. But in the more crowded parts of the older sections of the city houses can not be arranged differently. How much more beautiful the city would look if every house had a large and magnificent lawn and spacious ground around the sides and back! It is this absence of space and foliage and flowers that makes so many of the denizens of New York look hungrily at the florist windows and believe that Central Park must be the paradise among all the parks of the world. But if the houses had yard space how could the population be accommodated, unless by piling the dwellings to heights rivaling the skyscraper office buildings? No, beauty has to be discarded when necessity demands crowding.

On Manhattan Island alone there are 1025 business

concerns operating with a capital of more than a million dollars.

New York is the Mecca of all races, without discrimination, and it is the greatest business centre in the world.

In the fall of 1923 New York will celebrate the three hundredth anniversary of the formation of the city into a permanent community. As the greater city of New York it has prospered and grown in the past quarter-century almost more perhaps than in all the eleven quarter-centuries preceding. And it will continue to prosper and grow better in the future. It has the location, the spirit, the people. It has the leadership of those whose local American successes prompted them to come to New York and compete where there are larger opportunities for those with capital and trained intelligence and the power of leadership. New York has become the world's greatest city, by daring to do on a big scale, as evidenced in its lofty buildings and its stupendous suspension bridges, both object lessons in what trained intelligence can accomplish.

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## HER VISITORS SEE BETTER

**By LINCOLN B. GRAYSON, age 15**

**1st Prize, George Washington High School, Manhattan Island, 1792 boys and girls**
**Birthplace of writer, Maine; of parents, United States**

The silver jubilee of New York city has been broadcasted over America. This great civic event has been given publicity on an immense scale. Even the high school students have been asked to write to other high schools throughout the country and spread the story of what New York has grown to be.

The jubilee is celebrating the twenty-fifth anniversary of the formation of the expanded city of New York.

Before I tell of the distinctive features of New York, I should like to present a bird's eye view of the vast city itself. You will see in the centre a long narrow island, pointing north and south, 13 miles long and scarcely 2 miles wide. This is Manhattan Island, and it is the smallest of the five boroughs comprising the augmented city area. To the northeast, on the mainland, is the borough of Bronx. Extending at right angles eastward from Manhattan Island is Long Island, which is about 115 miles long and for three-fourths of its length is opposite Connecticut. On about 20 miles of its western end, next to Manhattan, are the boroughs of Queens and Brooklyn. Brooklyn is a very important residential section having a population of more than two million people. To the southwest of Manhattan is the borough of Richmond, occupying all of Staten Island, seventeen miles long and lying along the coast of New Jersey. Also there are some twenty smaller islands, several of them very important, scattered throughout New York harbor.

Most New Yorkers do not realize the memorable experience they could have in visiting the city's historical places. The city has a history in which every American can be proudly interested. I am ashamed to say that the visitor to New York often does his sightseeing much more thoroughly than nine-tenths of the local dwellers do theirs.

Manhattan Island, with its 14,000 acres, was bought from the Indians 300 years ago, by the Dutch, for $24 in trinkets. Later is was seized by the English and became a part of Britain's American colonies. Excepting the first decade of the republic, it always has been the leading city of the United States, and in recent years it has acquired the high distinction of being the largest and richest city in the world.

There are places of historic interest which should not be overlooked. Trinity Church is noted for its age, its architectural beauty, and also for its position at one end of short, canyon-like Wall Street. About the church is a graveyard, containing the remains of many famous people of fifty and one hundred years ago. The most noted person buried there is Alexander Hamilton, called the greatest intellect America has produced. The Statue of Liberty is a colossal piece of work resting on Bedloe's Island. Its location is well chosen. As New York is the largest immigrant port in the world, Liberty glorifies the welcome for thousands of daily arriving foreigners who some day may be helpful American citizens.

To leave New York without a visit to Grant's tomb would be like leaving London without having seen Westminster Abbey. On entering the tomb, one is awed by its majestic splendor and silence. The high dome throws a purple light on the sarcophagus of the great general whose leadership preserved the unity of the states. No man could ask for a more beautiful tribute to his memory. In little side rooms are old battle flags of the war between the states. Many of these flags show the effects of battles they went through. The visitor should see also the many important buildings, the huge museums, and the several famous streets.

Probably every American school child has heard of the Woolworth Building, towering aloft 57 stories. As thousands do, you could get your bird's eye view from its top, 785 feet above the street. There are many other skyscrapers which are less imposing but which help to form the famous skyline of Manhattan. The building of such structural masses would have been impractical if it were not for the solid granite composing Manhattan Island itself. The two most noted museums are the Metropolitan and the Natural History. It is difficult to decide which is the more interesting. The Metropolitan contains relics, many of which are priceless, of bygone centuries. It includes treasures of Egypt, Greece, and Rome of the ancient and medieval ages, paintings, and numberless other objects admired by the visitor and appreciated by those who delight in the study of human development and the arts. You may guess by its name what the museum of Natural History contains. There is everything from the bones of mammoth prehistoric animals to the natural objects of the present day.

Not to mention New York's aquarium would be a serious omission. One may spend several hours there admiring, in their live state, scores of different varieties of fish that inhabit the waters of the globe.

At New York's Public Library

Beauty is not confined to the buildings. Fifth Avenue is conserved by a business men's association which tries to improve the beauty of this world-famous street of splendid shops. There is scarcely a New Yorker who does not take pride in Fifth Avenue. At Forty-second Street and Fifth Avenue, 4¼ miles from the lower end of the island, is the main public library, a huge classical edifice that cost about $10,000,000 to build and contains about 2,000,000 bound volumes.

To give the people a chance for recreation, the city has created several large public parks. Central Park is the most famous. The people enjoy it because they have in it the calming and natural delights of the country without having to go far. Van Cortlandt Park is the great playground of New York, 15 miles from the lower end of Manhattan. Although this park is ten miles from the heart of Manhattan, every Saturday and Sunday its huge field is covered with people diverting themselves with a variety of games, including football, baseball, soccer, and cricket. Often a dozen cricket matches are being contested at once, all the players British negroes from the West Indies and most of them immaculately attired in white flannels!

The problem of transportation in New York city is immense. Possibly three or four million people have to be conveyed back and forth each day. This is done by means of electric railroads, subways, surface cars, elevated trains, taxis, motor buses, and private autos. In the city there are about 13,450 scurrying taxis. The 81 miles of subways, the 635 miles of surface car routes, and the 121 miles of elevated lines do most of the transporting.

A new idea in traffic regulation was tried out on Fifth Avenue recently and proved successful. Every eight or ten blocks or so midstreet towers were erected. By means of red, orange, and green lights on each tower, traffic was alternately stopped and started for avenue vehicles to progress or for side street traffic to cross. The system worked so well that permanent and more imposing and very ornamental costly bronze towers, presented by the association of merchants of the avenue, are being permanently established. Best of all, the idea has spread to other cities.

The great number of commuters presents a large problem. Every day approximatly 245,000 people have to be taken from the suburbs to the city and carried back at night. To permit this, there are ferries, river tunnels, and bridges. Between New Jersey and New York there are four great ferry routes across the nearly mile-wide Hudson. Under the Hudson and the East River eight tunnels have been constructed through which trains pass. The East River is spanned by four stupendous suspension bridges. About a million and a half people cross these bridges every day, mostly in trains and autos.

New York's harbor is full of all sorts of vessels. It is estimated that there are regularly about 2,000 craft of all kinds in the waters within New York city.

The public has its amusement places also. There are now two principal baseball parks, one seating 70,000 and the other 50,000 people. It would seem that the joke that "My grandmother died and I have to go to her funeral" is still much in use. The theatres are 60 for regular drama, 29 for vaudeville, 30 for large moving picture crowds, and 450 as smaller moving picture houses. Almost all of the dramatic and vaudeville theatres occupy the side-street fringe of Broadway for a stretch of half a mile along Times Square, and that stretch alone gives long Broadway its title of "the great white way."

All these things and many more are to be seen by visitors to New York.

On behalf of the 1792 boy and girl students of George Washington High School, on the northern end of Manhattan Island, I present greetings to our high school contemporaries in communities far from New York city. We shall be glad to have all of you know New York by actual and enjoyable visit.

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## FATHER KNICKERBOCKER'S NAP

**By ESTA FEDER, age 14**

**1st Prize, Seward Park High School, Manhattan Island, 1000 boys and girls**
**Birthplace of writer, New York City; of parents, Austria**

With a prolonged yawn, a lazy stretching of a rather corpulent body, and after numerous turnings and twistings, old Dietrick Knickerbocker awoke, to find himself confronted by a hustling, bustling metropolis.

As I gazed at him, I was struck by the incongruity of his appearance, for he was the very incarnation of a Rip Van Winkle. His facial expression added to the humor of his appearance; his mouth was wide open, his eyes were ready to pop from their sockets, and disbelief and wonder vied with each other for dominancy. Then, to my disappointment, Shock became master of the situation, and, throwing his hands up, old Dietrick sank back into a stupor.

It was easy for me to surmise the cause, for, when Father Knickerbocker lay down for a rest 25 years ago, he did not fully realize the power of progress latent in his children.

Little wonder that he was overwhelmed. Perhaps thoughts of Aladdin's lamp working the remarkable change flitted through his bewildered mind. In place of the small groups of houses, nestled in among the trees, his astonished eyes beheld giant skyscrapers towering up, sharply outlined against the sky. I wonder what his conjectures on that point were.

What incredulity would be depicted on his face if he could behold those most notable achievements, New York's bridges! Undoubtedly, not only the practicability but the unmistakable beauty of the scene would impress him, as, stretching far over and high above the water, they hang suspended, with the sky as a background.

Let us leave our worthy ancestor, give him ample time to recover, and see what change our city has undergone.

From our vantage point in the lower east side, we can behold the greatness of New York. A veritable melting-pot is our stirring metropolis, a cosmopolitan collection, its citizenry. As far as the eye can see, there are houses, stacked close together, seeming to illustrate the truth of the old adage "In union there is strength." The picturesqueness of the scene can not fail to impress the spectator. The artist who revels in color here finds at every corner new subjects for expression.

Advancing, we come to the thoroughfares that are synonymous with the fame of New York. A word about the people of Broadway. Underneath the tumult that is ever present, under the exterior of practicability and every-day-ness that characterize this street, is the heart-throb, the humanness, which is ever prevalent among those who traverse this thoroughfare, where during the day perhaps more than half of the people are visitors from all parts of the country. Broadway at night is remarkable among world sights and lights, as both residents and transients agree. A miniature sunburst greets the eye, as, gazing at the unrivaled lighting scheme, one realizes that the epithet "the great white way" is well deserved. The most unique and interesting methods of illuminated advertising are practiced; methods that require colorful and changing and moving lighting. The most obvious lofty locations along a central mile of this thirteen-mile-long thoroughfare are used; lovely creations are made lovelier under the softening glow; and the window-shopper, as well as her more fortunate sister, is attracted by the enlivening magnetism of "the great white way."

The constant hum of powerful motors and the inarticulate noises of the crowds together with the re-

current pulsating roar of subway and elevated trains all blend into a low, dull rumble, not unpleasant to the ears of the accustomed, but a little alarmingly diverting perhaps to the unadapted.

Gay theatres, probably the world's finest, skirt Broadway's zone of side streets, but Broadway itself has scarcely a tenth of the total of about ninety dramatic and vaudeville theatres popularly referred to as "on Broadway."

Just as short and narrow little Wall Street typifies the large surrounding financial district and is "on the street," so Broadway, for only a half mile of its 13-mile-length and with but a very few of the city's theatres, signifies the theatrical district through the midst of which it passes and vividly lights the way. And thither nightly the amusement loving throng wends its way, until sidewalks are thick with pedestrian processions and roadways trainlike lines of taxis and private autos.

Let us resume our research by turning into Fifth Avenue. First in order is the residential section. Costly dwellings, latterly mostly great apartment houses, the evidences of wealth and luxury, closely crowd two miles of the upper part of what mostly is becoming more and more a street of rich retail stores. There is a public library, where the book-lover revels, and the Museum of Art, which affords a full education in itself. They mark achievements of which New York well may be proud. Central Park, starting at Fifty-ninth Street, five miles up the island, extends on two and one-half miles and is half a mile wide; it marks a notable epoch in the esthetic side of New York's development.

What stories those Fifth Avenue pavements, trouped upon by marching feet, jubilant feet, and weary feet, might tell, if granted power of speech! For Fifth Avenue is the scene of all New York's gatherings, parades, and celebrations.

Enough! Let him whose curiosity is aroused journey to this Mecca for tourists. My inexperienced pen can extoll it no further in the space permitted.

Again I stand at Father Knickerbocker's side, impatiently waiting for him to recover, eager to speak to him. But still he is rendered speechless.

Pressing into his hand a ticket for the municipal exposition at the Grand Central Palace showing the city's development during the past quarter-century, I can enjoin him not to miss such an opportunity. And then I wend my way homeward, wondering what another twenty-five years will do toward making New York even more amazing in her undisputed premiership among all the cities that the world has known in all the tens of thousands of years that mankind has been developing in intelligence and has been developing in methods and means of community life.

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## THE WORLD'S METROPOLIS

**By WILLIAM FEUERBACH, age 17**

**1st Prize, Richmond Hill High School, Long Island, 2707 boys and girls**

**Birthplace of writer, New York State; of father, Germany; of mother, New York City**

It is 300 years since New York began as a little Dutch hamlet on an island at the mouth of a river in the strange new world. It was 150 years in growing to be a city of 40,000 people, and then briefly it was the first capital of the new republic. But it is only 25 years since New York expanded its city limits to embrace neighboring communities and a territory giving it an area, on a group of twenty-odd islands and a bit of mainland, equal to a tract about 30 miles long by 10 miles wide. Yet in that last quarter-century alone New York city has more than doubled its population, and, in May of 1923, according to the federal census bureau at Washington, it had attained 5,928,000 people.

This last quarter-century has included practically all of New York city's amazingly evident achievements—a small forest of towering steel-frame buildings surpassing in height any other habitable structures on earth, a stupendous set of steel vines trailing from tower to tower high across a river and called suspension bridges, an underground system of 81 miles of subways for hurried electric-train transport of always hurrying tens of thousands of people, a set of eight deeply bored under-river tubes used by trains bringing and taking away armies of visitors, two of the vastest and architecturally most imposing union railroad terminal buildings in the world and near each a group of the world's largest modern hotels, an amazing municipal water system, with a 17-foot concrete viaduct conveying a supply from clean mountain catchment areas 100 miles away and that conduit buried safely so deep underground that it passes 1100 feet beneath the surface of the mighty Hudson, at West Point, and traverses solid-rock Manhattan Island in some places more than 700 feet down below the surface of the streets, safe from vandals and from possible pollution.

During the rapidity of all this recent development New York has become the most populous city in the world, the world's greatest centre of banking and finance and promotion, the world's most immense industrial and shipping centre, the world's greatest Mecca for visitors, the world's greatest theatrical metropolis, and the possessor of the world's finest fire department and most spectacular and colorful night lights blazing publicity on high.

On the original Manhattan Island, 13 miles long by less than 2 miles wide, there are 2,272,000 dwellers, and they live mostly in solid blocks of buildings so crowded that side windows and yard space are very rare. Yet daily there pours in upon that island, the business and industrial centre of the city and the nation, approximately another million people—some 500,000 of them from other sections of the city, 245,000 of them from skirting suburbs, 118,000 of them from all parts of the continental domain, and 5,000 of them from foreign ports beyond all the seas. It is this daily focussing and frenzied hurrying of such unprecedented multitudes, together with the unparalleled numbers of the surface vehicles, that make New York city, as to its civic and commercial heart, a problem and a pleasure and a pride, and a place of huge profits, as well as of great and pathetic poverty.

Census compilations made in Europe in May of 1923 show that in the entire world there now are 18 cities with more than a million population. First comes New York, with 5,928,000, then London with 4,483,000, then Berlin with 3,804,000.

Europe has six cities in the million class: London, Berlin, Paris, Glasgow, Vienna, and Moscow. Asia also has six cities in the million class: Shanghai, Hankow, Calcutta, Bombay, Tokio, and Osaka. Africa and Australia have no city yet in the million class. South America has two: Buenos Ayres and Rio de Janeiro. North America has four: New York, Chicago (2,886,000), Philadelphia (1,923,000), and Mexico. Less than fifty years ago Pekin, China, was given in the school geographies as the most populous city in the world. Probably it looked so, because its people were

mostly in one-story buildings and went afoot in narrow streets.

There is scarcely a man or a woman who, from early childhood, has not had a lingering desire to visit the greatest city in the world.

New York is so situated that it can be reached very easily from foreign lands as well as from any part of the republic, of which it is the metropolis and trade centre, as well as the terminal for nine great railroad systems and 126 ocean steamship lines.

There are many reasons why New York is the greatest city in the world. Some of these are its situation, its many points of interest, its facilities for education in art and music.

Think, if you can, in terms of a city that requires 2,000 ashcarts, 500 carts for removal of paper and rubbish, 200 big trucks to cart away street accumulations, and 550 garbage and snow trucks; and also 167 modern automatic flushers motoring along and drenching the pavements, 100 little snow tractors shoving surface snow into heaps, and 50 great 5-ton snow plows ripping away drifts and traffic blockades. It costs New York city hundreds of thousands of dollars to remove the snow of a single storm and keep the thoroughfare open to traffic.

When a foreigner first comes into New York Bay, the sight which he sees should make his heart beat with joy. There looms gloriously the Statue of Liberty, which was given to this republic by the republic of France. Who in this great country never has heard of this colossal statue? Citizens coming from the west would probably get off the train at a great railroad terminal about five miles north of that statue. But the size alone of the Pennsylvania or of the Grand Central station would astound many. The construction and architecture of these huge structures are a great source of interest.

In New York there are three large universities, Columbia (with a total annual enrollment of about 33,000 students), New York University, and the College of the City of New York. "City College," as it is commonly called, occupies a group of beautiful gray stone buildings on an elevation, and is further remarkable from the fact that 73 per cent of its students are Jews. Students come from all parts of the world to study in New York city. Besides the education offered at the universities there are free opportunities for those interested in music, art, plants. For those interested in music there is the Metropolitan Opera House, the Manhattan Opera House, the Academy of Music, and the New York Philharmonic Society. For those interested in art there are the museums of art in Brooklyn and on Manhattan and various great architectural buildings, such as the Pennsylvania station, Grand Central station, the City Hall, the Hotel Plaza, Trinity Church, Temple Emanuel (the finest example of Moorish architecture in America), St. Patrick's Cathedral, and the Episcopal Cathedral of St. John the Divine. For those interested in botanical subjects there are the two interesting botanical gardens, the five great parks, and the various minor divisions of the park system. New York's zoo probably is the most complete in the world. It is commonly known as "Bronx Park." Here there are wild animals from all parts of the globe. Some have been presented by famous Americans, such as Theodore Roosevelt and Henry M. Stanley.

Besides places for education, New York has the greatest number and variety of amusement places. The central section of Broadway passes through a half-mile stretch flanked by sixty or eighty theatres and great movies. Also the city has the Yankee stadium, Coney Island, and a great number of other places of divertisement.

This week, which starts the four weeks of the city's silver jubilee celebration, I wish all high school students outside of the city could come to see the largest high schools in the state, probably the largest in attendance in the world. In this city alone there are 32 high schools, with an attendance of more than 102,000, and 19 night high schools with 29,000 older pupils.

New York's silver jubilee is not for this city alone. It is a historic analysis of what the last quarter-century has achieved in improving what, during that period, has become the richest and most populous city the human race has ever known.

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## BRINGING WATER TO ISLANDS

**By MARY E. WILLIAMS, age 15**

**1st Prize, Flushing High School, Long Island, 1736 boys and girls**
**Birthplace of writer, Bayside, Long Island, N. Y.; of parents, United States**

I am writing to tell you about the silver jubilee that New York city is holding from May 26th to June 23d. It is the twenty-fifth anniversary of the uniting of the five boroughs—Manhattan, Bronx, Richmond, Brooklyn, and Queens—to make the enlarged city of New York.

New York covers an area equivalent to a stretch of land 60 miles long by 5 miles wide and has a population now of 5,928,000. The borough of Manhattan, with its twenty square miles, has a population of 2,272,000, or about as many people as there are altogether in Arizona, Montana, New Mexico, North Dakota, and Utah, each a state larger than New York state. The borough of Manhattan includes not only all of Manhattan Island but also Governor's Island, Bedloe's Island, Ellis Island, and Blackwell's Island.

Top of Metropolitan Tower

New York is located along the Hudson and the East River. It has a land-locked harbor, and it is easily accessible for the various railway lines of the continent as well as for the maritime lines of the world. It is difficult for those of us today who know and hear so much about "the empire state" to realize that there was a time when New York state was not first in almost everything. Yet during the colonial days its population did not give it rank among the largest of the thirteen colonies. When the federal constitution was under discussion New York was considered one of the smallest of the states, and New York was not then the nation's largest city.

New York contains an enormous foreign population. Only one out of every five of the city's people is a native-born American. New York contains the largest Jewish, the largest Irish, and the largest Italian population in any city in the world. It is sometimes jokingly said, "New York is owned by the Jews, ruled by the Irish, and the Americans pay the bills." Representatives of every race under the sun are found within its limits.

New York has more than two thousand streets, and their total length is 3100 miles. Traffic is very dense in New York city. If all the surface vehicles were put in a single line, there would be 1188 miles of them.

New York city has many remarkable buildings. There are scores of skyscrapers. The Woolworth Building has fifty-seven floors and altogether 40 acres of floor space. It is the highest building in the world. Other

large buildings are "the Flat Iron Building," the Singer Building, and the Metropolitan Life Insurance Building. Protection of life is carefully planned in these large buildings. They are safeguarded against fire and many other dangers. They have automatic sprinklers, so that when the room gets over a certain temperature soft metal melts and releases the innumerable vents in the ceiling pipes, permitting an outgush of water. The lofty buildings also have supplementary fireproof stairways in addition to their sets of express and way-station elevators.

The mayor of New York is the chief executive officer of the city. He is responsible for the entire municipal administration, with the exception of the department of finance and the local departments under each of the five borough presidents.

As the head of the department of finance, the comptroller is the chief financial officer of the city. Under authority vested in him by provisions of law, the comptroller is empowered to borrow money on credit of the corporation of the City of New York. The comptroller, rather than the department of finance, as such, has broad powers over all matters dealing with the finances of the city.

When the little Dutch colony established the first trading post on the southern end of Manhattan Island, it was almost surrounded by water and yet had a very meager supply for drinking purposes. The waters of the Hudson and the East River then, as now, were made unfit for use by the salt tide of the ocean, the force of which pushes against the mighty Hudson so strongly that its effect is felt in rise and fall, in ebb and flow, as far inland as Albany, 150 miles upriver.

The Dutch settlers first dug a deep well, just in front of the fort. This source, for the time being, supplied their common need. As more families arrived that well supply became inadequate. Then each family dug its own well in front of its house. Later the settlement used Collect Pond, now obliterated by the city prison and other great buildings in that neighborhood.

Along about 1800, when New York had attained a city population of about 40,000, the question of a city water supply had become a very serious one, and many plans were devised whereby potable water might be obtained in quantity. Some proposed building reservoirs and piping the water through wooden conduits from inland streams; but this was not deemed feasible. A little later one of New York's citizens, who long had been identified with its activities, became interested in securing a water supply. This was Aaron Burr. He set up a water station. But that he had no intention of providing the city with an adequate water supply was soon made obvious by the small plant that he installed.

For more than thirty years thereafter the people of the city endured the badly managed, meager supply of the Burr water works. A vigorous and finally successful effort was made to obtain an adequate supply. After months of investigation, the commission presented a detailed plan for conducting cityward the water of the Croton River, forty miles away. Almost inconceivable difficulties had to be overcome in building the first Croton dam and aqueduct. Right of way and watersheds had to be purchased. Some of the land-owners thought New York city was trying to rob the country of its water. There was much difficulty in securing the necessary realty. Without modern methods of engineering, the work of construction was a tedious task. Yet an immense dam was constructed, six miles from the mouth of the Croton River.

During all the years that the boroughs of Manhattan and the Bronx were supplied with water by the Croton system, the boroughs of Brooklyn, Richmond, and Queens were supplied by private plants. In Brooklyn the conditions were so serious that the civic organizations made an exhaustive study of where and how a larger supply of wholesome water could be obtained. The people organized a board of water supply. This board commenced its task with an earnest study of possible sources, and, after months of investigation, submitted a plan for obtaining a supply of not less than 500,000,000 gallons of water daily. This plan was approved. But it was not until four years later that it was enlarged so that the Catskill water might be delivered to all five of the boroughs. These solutions of difficulties attendant upon the growth of a great city indicate something of the growing will of the people to let their city grow big by planning big processes.

The watersheds of the Catskill system, embracing a high area about 30 miles square, lie west of the Hudson River in the Catskill Mountains, 100 miles northward from the city. Four methods of purification are employed with respect to New York's mountain water: aereation, filtration, chlorination, coagulation.

It scarcely can be realized, and yet it is true, that the construction of the Catskill water system was a greater engineering feat than the construction of the Panama Canal—a 17-foot conduit 100 miles long, crossing a thousand feet below the bed of the Hudson River at West Point, half-way on its course to Manhattan, and on that island sunken in some places to a depth of more than 700 feet below the surface of the solid granite of which the island is composed.

Protection of life and property is made a very important function in this great city. The police department, with its force of 12,000 men, helps in every way. Traffic regulation, both vehicular and pedestrian, is one of the hardest tasks put upon the police. The department carries on a campaign of education to help keep down the number and the relative percentage of street accidents. More than 900 persons were killed accidentally on the streets of New York city in the calendar year 1922, and now a new bureau of safety is organized for the direct purpose of lessening street dangers, the great majority of which are due to carelessness in driving and carelessness by pedestrians in trying to cross at other places than the regular crossings. Car-stop safety zones have been marked out in the streets to protect passengers while boarding or alighting from surface cars.

The fire department is another of the city's great instrumentalities helping to protect life and property. This department is divided into bureaus, each doing a special kind of work.

Health protection is another very important duty of this great city. The department of health consists of nine bureaus—for records, sanitation, preventable diseases, child hygiene, foods and drugs, laboratories, hospitals, public health education, general administration. All of these bureaus help to protect the health of the people.

The department of public welfare takes care of the poor, and it has jurisdiction over all municipal institutions that care for the poor and infirm and over all city hospitals; it has the care, custody, and disposition of persons who are feeble-minded, ill, infirm, or poor, and temporary care of persons supposed to be insane.

There are many other departments in New York city for the people who live in this immense settlement.

I hope you will come some time to see this vast and fascinating city. We would show you all of the most interesting places. And we, as well as you, would enjoy it, because we who live here never tire of looking at our towering buildings and beautiful parks and lovely window displays and the unending streams of people.